



Caravan

& OUTDOOR LIFE

RESORT REVIEWS

Calitzdorp Spa,
Western Cape
Glenshee,
Mpumalanga

MY FIRST CARAVAN

A reader gets
her feet wet
in the Kruger

TOW TEST

Volvo XC90
D5 AWD

Into Namibia!

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Technical Q&A, Puzzle Pages, Dealers'
Deals, Tow Test Guide and more



DIY Rooftop tent
storage solution



NEW MODEL

**INFINITY
QX80**



Discoverer 4 and 6 range



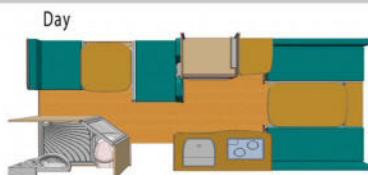
Discoverer since 2001



optional dishwasher shown



optional large fridge/freezer shown



Discoverer 4 and 6

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Standard features:

manual or automatic | microwave | MP3/CD radio | front and rear aircon
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Night (Discoverer 6 has additional 2-sleeper luton)



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STICKS & STONES

It's funny how, as we grow older, we forget many of the lessons we were taught as children. The really simple ones, like play nicely, don't call people rude names, sharing is caring, and don't shake a stick at the dog who lives in number seventeen because he will chase you down the street, nip your bottom and make you wet your trousers in terror.

As we grow older, we seem to become more selective about these sorts of rules. There's a whole lot less sharing and a whole lot more name calling. It's the latter that is starting to concern me the most. In this beautiful country, at this time, we seem to be calling each other names an awful lot.

I think that name calling is very damaging. And that's for one simple reason. When we call someone a... Hmm. Okay, let's pretend eating peaches is socially and morally taboo, so let's imagine that when we call someone a peach-eater, it's a judgement of the most severe kind. Name calling is damaging because when we call someone a peach-eater we effectively position them as being nothing but a peach-eater.

You see, even if that person happens to be a great, juicy, unrepentant peach-eater of note, they're also a whole bunch of other things. Name calling ignores the fact that all of us are a mixture of qualities, good and bad. Name calling ignores the fact that most of us might say and/or think things in the heat of the moment, that we don't generally believe or feel in the normal course of events.

Name calling sees us slowly convince ourselves that one group of people consists of one type of person, and that another, 'other', group of people is populated by another type of person. The peach eaters vs. the ice-cream lickers. Name calling makes us forget that everyone we meet, know or hear about, is just as complicated, contradictory and generally as unknowable as we ourselves are.

To put it plainly, calling someone a name, describing them as a something, is deeply unhelpful both to that person and to ourselves. It limits discussion, dials back understanding and turns off empathy. At best, it keeps us stuck in the same place. At worst, it moves us backwards.

Of course there are exceptions on the name calling. I have no issues with being called a fool. Nor do I mind being described as a hopeless optimist. A happy camper, one might say. And in this month of February there are some names which we should all be using a lot more. My friend. My love. My wife. My husband. My darling. My angel. My sweet.

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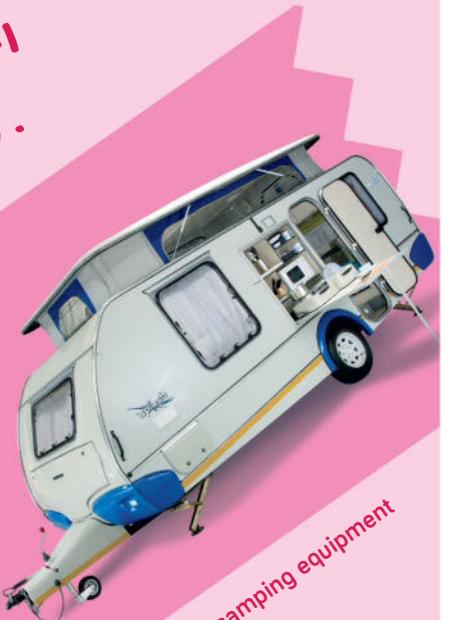
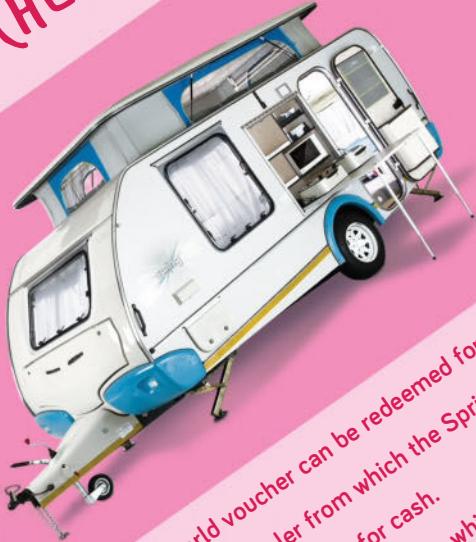
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AROUND THE CAMPFIRE



XCAPE MODS

After our first excursion with our newly-acquired Xcape, we decided to make some modifications to the kitchen area. My wife hadn't been happy with having to lean across the stove to retrieve dishes from the shelf unit.

So, I fitted a sliding top to the stove unit using conventional drawer sliders and introduced a separate 25 mm thick Formica hard top to the work top. Not only does this move the stove to a more convenient work location, but it also allows one a 600 x 900mm Formica work surface; when travelling, it's removed from its locating lugs and stored inside the Xcape.

We did away with the stove's windshield and metal box assembly, and mounted the stove into the Formica top cut-out. We now open the door 90° to the stove, and it acts as the wind



shield. Also fitted is an emergency gas-shut-off valve positioned just before the gas pipe routes under the removable Formica top.

The modification required additional supports for stability. I purchased the shelf brackets and other hardware from Natal Caravans and Marine; the shelf brackets are the same fold-back side tent brackets used on the Xcape to allow unrestricted opening of the door. The two shelves are of 6 mm plywood and are loose-fitted onto the shelf brackets.

Since carrying out this modification, I've also replaced the 12V lights with LEDs, and modified the side-tent front panel to allow it to be rolled up and attached to the top channel without having to unzip it when it is not in use. More mods are in the pipeline!

Ed Grosvenor

BURGERSDORP BLUES

I recently visited in-laws at Burgersdorp; they have lived there their whole lives. I asked about camping sites in or near the town, and they assured me that there was none. Fortunately, I didn't have the caravan with me on this visit. In the resorts section of the magazine, as well as in the annual camping guide, two sites are listed for Burgersdorp – JL de Bruin Dam and Shorten Park. I called the municipality (both telephone numbers are for the municipality) and was assured that there were campsites at De Bruin Dam and was even quoted a price of some R148.50 per night for a car, caravan and two adults. An electrical point was also confirmed. No-one at the offices knew about Shorten Park.

I went looking for both. The De Bruin Dam, about eight kilometres out of town on the R391 road to Steynsburg, was easy to find. This is a facility for day visitors for picnics and fishing. The lady at the gate had no idea what caravanning or camping was, so I went looking for the site. The facilities for campers were virtually non-existent. The electrical boxes next to the broken-down braais had no wiring. There were no water taps, and the ablutions would make you wish you had your own built-in bathroom in your caravan. I would not advise anyone to use this place.

Finding Shorten Park was more difficult. I eventually found it near to the rugby field and one of the cemeteries. It even had a signboard at the gate, indicating that the fee was R10! It may have been a campsite during the Groot Trek. The ablutions consisted of a few dilapidated walls, no roof and nothing inside. The electrical boxes were broken and devoid of wiring. There is no fence, water and no staff; it's just an open space between some lovely old eucalyptus trees. This site is definitely unfit for camping.

I would advise you to remove both these camps from your lists. To my knowledge, the nearest camp to Burgersdorp is at Gariep Dam – a Forever Resorts facility some 60 kilometres away; an excellent venue I've often used in the past. Staying there, you can do day trips to Burgersdorp and surrounds if you want to visit this beautiful area.

Theo Kleinhans

Ed: Thanks for sharing that info, Theo. We'll remove Shorten Park but keep JL de Bruin dam – it's conceivable that there are folk out there who won't mind the lack of facilities.



KEEP THE WAGONS

I was pleasantly encouraged to read the article *Diamonds in the Rough* by Richard van Ryneveld in the December 2015 issue. Somabula Nature Reserve should be commended for covering and preserving old wagons. I have many photographs of these valuable symbols of our past left exposed to the elements, where they soon disintegrate. I have attached the images of the only two 'covered' wagons I've found so far. While these two wagons sit under substantial thatch roofs, a simple galvanised iron roof would work equally well.

Martin Briggs



WE LIKE TO MOVE IT, MOVE IT

We've just returned from a two-week caravan holiday with our 1994 Sprite Scout. The main purpose of the holiday was to test out a Ewiks Caravan Mover we had fitted

recently, and to test the on-board caravan battery.

Let me start by saying a big thank you to Erik Warburg and his son Kyle for the friendly and helpful advice they gave me concerning their caravan mover, and the professional way they modified it to fit the Scout. Initial impressions when parking the caravan in our driveway at home were very positive, as the caravan mover took all the effort out of manoeuvring the caravan. However, we were keen to see how well the caravan mover worked on an actual holiday.

We travelled up to the Drakensberg and the Free State, stopping at various resorts along the way, and then visited my sister in Kroonstad who has a very difficult driveway in which to park a caravan. The caravan mover worked superbly throughout the holiday, including setting the caravan up on site, levelling the caravan, and hitching up. I don't know how I managed without it and would recommend it to anyone who wants to simplify their life, or who finds shoving a caravan around a bit of a chore.

A note on the caravan battery. The Scout didn't come fitted with a battery, but from 1994, when we bought it new, the three-way fridge was powered on 12V from the tow-car's battery while travelling.

Then we bought a new Volkswagen Polo in 2005. Only after we'd taken delivery did we discover that we couldn't connect the fridge to car's electrical system without invalidating the vehicle's

car warranty. I decided to fit a deep-cycle battery and charger to the caravan in order to power the fridge while travelling.

Some said it wouldn't work, as the draw from the fridge element was too high. I did a bit of research and then asked Natal Caravans and Marine to fit a 105 amp deep-cycle battery with a battery charger and a battery monitor.

Since 2006, we've towed the caravan all over the country at the hottest time of the year (we holiday in February) without any problem from the fridge or the battery. As a matter of fact, the fridge works much better with this set-up than it did previously. The original battery lasted for six years. But the big question was whether the new battery would be able to cope with the fridge *and* the caravan mover.

I was pleasantly surprised to find that the battery coped very well, with the battery monitor remaining in the green zone after a three hour trip, and after using the Ewiks Caravan Mover to position the van on site. It was particularly hot when we went away, with temperatures of around 35° C, so it was a real test of the battery. The only thing I did find was that the battery took longer to charge than it normally does when employed to power just the fridge.

We tow with a '13 Volkswagen Golf 1.4 TSI (petrol) and have found it to be a very good tow car: it has plenty of power, is very economical, and came with an electronic stabilisation programme (ESC). This ESC has already got us out of trouble once, when I had to take evasive action to avoid an accident and the caravan started to sway. The car also monitors the caravan's electrical system and advises you if any of the lights has stopped working. On this last trip, it was the left-hand indicator light that gave trouble.

We always enjoy our caravan holidays, but the caravan mover and a great tow car have just made things even better.

Douglas & Margaret Shaw

ERRATA In *Blast from the past* in our January issue, we referred to the 'Zephyr 4 caravan' which appeared in an advertisement. Several eagle-eyed petrol heads were quick to point out that the Zephyr 4 referred to is, in fact, the tow vehicle depicted in the advertisement, and not the caravan. In *Spoilt for choice* in the same issue, we mentioned Riaan Heldinger, the designer and builder of the Sensation caravan. The correct spelling of Riaan's surname is Van Helsdingen.

WRITE TO US Share your views by emailing us (editor@caravansa.co.za), faxing us (021 702 4209) or writing us a good, old-fashioned letter (Caravan Campfire, PO Box 31062, Tokai, 7966). Please don't send us letters already sent to other magazines, newspapers or websites. We reserve the right to edit or shorten letters. The views expressed on this page do not necessarily reflect those of the publisher.



MORE ON CHEAPIES

The subject of cheap caravans has proved to be a popular one. Who would have thought...? These letters follow on the ones published in our December and January issues, which themselves were prompted by Charl van der Merwe's original letter in the November magazine. With the letters that follow, we feel that the subject has now been comprehensively debated so these will be last that we'll publish on the subject.



INNOVATION IS EVERYTHING

'Build us a cheapie' is the directive from Albert Firmani. I would like to fulfil this request, but I know from long and hard experience that this is an impossibility. I'm a specialised-camper builder located in Europe with a special interest on your beautiful continent, and I've learned over the years that the perfect vehicle simply does not exist, and cannot be built: not in Europe, and not in South Africa.

To illustrate: I am currently on my return flight from Mauretania to deliver a 'lifetime dream' – a behemoth that costs more than 5 million rand. It is perfect for the customer, ticks all his boxes, but would probably be considered completely useless by most other travellers. On the other end of the scale, I've designed and built an off-road camper based on a Hilux. It ticked most travellers' boxes, boasting comfort for two, easy outside-cooking facilities and great driving capabilities. However, since this type of camper will never be mass-produced, its pricing for the RSA market is prohibitive, making it suitable for only the privileged few.

The number of car manufacturers in the world is limited, and in order for them to survive in their highly competitive market, they have to produce economically. They need the sales of large quantities to spread the cost of market research, design, innovation, overheads, and so on. Keep in mind that the environmental and safety rules applying to cars create huge and interesting challenges for these companies. Just for comparison, take a close look at the astronomical prices of the exclusive and custom-made cars that these manufacturers produce in limited quantities.

Both Europe and South Africa have numerous manufacturers of recreational vehicles (campers, campervans, caravans and so on), and they struggle to create sales volumes in a far smaller market. Albert is proposing to go for mass production in the recreational automotive market but this would result in 'nobody is happy' versions, with no sales potential to create the

volumes required for production.

Neil, in his editorial, is telling us to 'do better, try again' and Albert is asking the South African caravan manufacturers to do better. As an outsider, let me tell you that Neil is right, and Albert is asking the impossible.

Why? As an RV manufacturer I need to earn a living for myself and my craftsmen. I have to deliver a high-quality product, which means keeping abreast of the market, trying new technologies, and innovating by creating my own improvements. This takes time, which means that it takes money. A DIY-builder may have limited funds, but he almost never lacks time, so it is a lot easier for him to build a very decent vehicle for a fraction of the cost – as long as he is either very patient or very skilled. Also, a DIY-builder can pretty much do as he pleases; he is not vulnerable to market criticism, only to peer criticism, and possibly not even that.

I once met a wise man who praised the capabilities of the SA DIY-builder and I must agree; it is fascinating to see the creativity of what this magazine's readers come up with. And South African off-road products are world-famous.

To grossly oversimplify, both the commercial companies and the DIY-builders have to keep innovating, and looking for new ways both technically and financially, to find the Holy Grail: the ever elusive, often heard-of but never actually seen, amazing perfect camper. If you have found it, call Neil; if not... do better: try and try again!

Hein van de Laarschot

HOW ABOUT THE KIT ROUTE?

The cry for a cheaper caravan from Charl van der Merwe, Albert Firmani and Thinus Kotze is easy to understand, but difficult-to-impossible to provide. You cannot buy a new caravan today and sell it six months later and expect to get as much money as it cost. You will lose the VAT and the dealers' mark-up the moment you take delivery, but if you keep it for a few years you will get most of your money back, and possibly also show a profit on the original purchase price. This is much better than the situation with a new vehicle, which will lose value steadily until it's factually worthless.

Another problem with caravans and trailers is that they are, by-and-large, hand-built, with very little (if any) mechanisation involved. Ask any business owner with a reasonably-sized staff component what his biggest single recurring expense is and you will hear: 'Wages and salaries'.

Wages and salaries can be up to 60% of any decent size business's monthly cost. As it is hand-built, the labour cost in a caravan will be high; any campers who say they have built their own caravans for thirty or forty thousand rand are really telling you that this was the net material cost – they supplied the labour, which is not shown as a cost. Along with the labour cost in a business are all the 'hidden' costs: warranty claims, unemployment insurance, subsidised medical aid, paid sick leave, rental, water and lights... The list goes on and on, and the end-user, you, the purchaser, funds your portion of these costs when you buy.

What this really tells me is that there is a case for something a little different. In the UK, car kits are steady sellers, and you can purchase your kit and build your own car for substantially less than the cost of a ready-to-drive assembled one. You absorb the labour costs, as you build in your 'spare' time and you do it at

home, so all the business-related costs fall away. Perhaps there is a manufacturer out there who would supply a kit of parts with comprehensive instructions for you to build your own caravan or camping trailer. Could be a lot of fun as well!

The other easy route to cheaper camping is not buying new if funds are a problem. Look at the smalls in this magazine and on websites like OLX and Gumtree. There are masses of campers and caravans for sale, and in that lot you will find your dream camper at a price you can afford.

Robin Joffe

SKIPPER IS WORTH A LOOK

With regard to the letter *Build us a cheapie* by Albert Firmani in the January issue, I agree with the writer on the subject of expensive caravans and camping trailers. The second-hand market for affordable caravans and trailers is an option. The problem that I have with tents is that I don't want to sleep on the ground or on a blow-up mattress. So, I have decided to look at the Skipper Oyster camping trailers; pricey, but a good product. I am definitely going to buy one of them because they can be towed behind a small car. I would also be interested in buying just the shell of a caravan so that I could furnish it myself.

Gerhard Kotze

HALFWAY STOPOVER?

We're travelling from Pretoria to Corians at Pennington and would appreciate any information on a place to overnight at the halfway point, which is Harrismith. Venues seem few-and-far-between in that region. Your readers' input would be appreciated.

Etienne Weidemann

Ed: Feel free to send your suggestions to me: neil@caravansa.co.za.

CHARGER INSIGHT

With reference to John Foreman's letter in Clinic in the January issue, I wish to concur as well as to differ! I agree that to bypass and replace the charger in the Chargemaster solves a lot of problems. However, I achieved the same result more easily by installing a Ctek charger in a position from where the readings on it can easily be seen, and merely removing the fuse of the charger from its position in the Chargemaster. Thus, firstly you have a very good charger installed which will never overcharge your battery; secondly, you can at all times easily see what the condition of your battery is; and thirdly, you have effectively taken the charger in the Chargemaster out of your system.

Piet van der Walt

CHECKING IN, CHECKING OUT

Why do some caravan parks have a time after which you can check in, but no check-out times? Every year after New Year's Eve, our friends from upcountry seem to think that it is all right to start packing up at 04h00 in the morning in order to leave for home before the sun rises. They clang tent poles, shout at their bleary-eyed teenagers to 'Move!' and shout instructions when hitching the caravan to the car – 'Kom nog... nog...' 'Bang! (*^%\$)' 'Sorry, Pa – Pa is te haastig!' Don't they realise that others are still on holiday and trying to sleep? Maybe they are trying to get out of camp without paying... who knows? All the more reason to enforce a time after which one can check out!

Geoff Robertson

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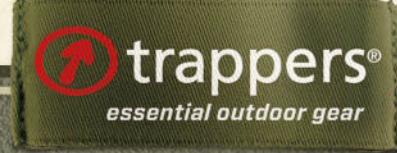
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AMATEUR CARAVAN REBUILD

This was a project I undertook about 32 years ago. The caravan I had purchased for R100 had been submerged in a flash flood at Ifafa Marina on KZN south coast. It had stood, totally saturated and closed up, for a couple of years before I found it! The entire frame was rotted to the extent that, when I towed it 150 km to get it home, I had to wrap it entirely in a large tarp to keep it from falling apart – the only woodwork that was still sound was the floor! I believe it started off as a Sprite 400 of late 60s to early 70s vintage.

The series of photos are scanned from 35 mm 'mik-n-druk' photos taken before the magic of digital.

The main design changes I made were the following:

- The cupboards were originally separate units attached to the walls. As can be seen from the photos, I incorporated the new cupboards into the internal structure; this looked better and increased the rigidity.
- The original layout was a 4-seater dinette which became a double bed at the back and a single bed at the front, with the kitchen unit on one side and the door and wardrobe on the opposite side. This was changed to a fixed double bed with storage underneath and a 2-seater dinette which converted to a single bed with a hammock above.
- The roof vent was also considerably increased in size.
- All the woodwork (except the floor) was, of course, replaced. I was very fortunate that CI International in Pinetown had an off-cuts sales yard, so I clad the entire inside with off-cuts of internal panelling from the CI scrapyard. White cladding was used on wall sections inside the cupboards to make it lighter in the cupboards, and the remainder was clad with light woodgrain boards and pine beading to cover the joints. To keep the weight down, all the cupboard doors were hollow, with beading around the edges.
- The outer aluminium was, fortunately, in pretty good shape, so was primed on both sides prior to refitting and spraying. The outer skin and aluminium-extrusions trim was all bedded in silicon sealer, and stainless-steel screws were used throughout. This was to avoid steel screws rusting and allowing water to get to the wooden frame through the screw holes. (In my opinion, this is the main cause of wood rot in caravans!)
- The upholstery, curtains, mattresses and appliances were all replaced with new versions, which was the main cost of the rebuild; thanks to the CI offcuts yard, the main rebuild was very reasonable! I even managed to get an obsolete tent from CI offcuts for which I made up a set of aluminium poles.



When it came to re-registering, I was pleased to find that the total mass was less than when it was still a Sprite 400, yet it was very rigid as the cupboards were part of the structure.

We towed this delightful little caravan for several years and often tandem-towed a small trailer behind it for the chairs, braai etc. I would be delighted to find out if this little caravan is still in use. It was rebuilt to last for many years!

I have rebuilt several caravans (and boats) over the years, but this remains by far my most ambitious project. Now, in my 70s, I have a 1990 Jurgens Fleetline which I rebuilt in 2013 from a scrapped donor caravan.

Don Powell

RUNNING WATER

A clever tip for the rainy season. Use the green plastic garden-flowerbed edging to create barriers to the rivers of rainwater flooding onto your site. The +/- 200 mm strip gets buried up to 5 cm deep and as closely as possible to your tent, or under the caravan where the tent section starts. It works, and you stay out of the flooding. The edging can be bought at any garden or hardware store.



Trudy van Lill

Ed: Just make sure that park management are happy with your cutting into the grass and soil.



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CAMPING

MUST-HAVES



SIT BACK, RELAX, ENJOY

The Cape Union Kickback Chair is an oversized armchair for you to kick back and relax in. Designed for both indoor and outdoor use, this durable, light-weight chair folds up into a compact size and fits into a carry-bag. Don't forget this camping comfort when you next hit the road.

R599

Available at Cape Union Mart stores. For more information, contact them on **086 033 3329**, or visit www.capeunionmart.co.za



SHARP AS A RAZOR

When out camping, or on a hunting or fishing trip, you never know when you may need to sharpen your knife. The new Lansky Blademedic Knife Sharpener is like having an entire sharpening kit in your pocket, for you to use anywhere, at any time. Made from Tungsten Carbide with ceramic sharpening rods and with a diamond tapered rod, this knife sharpener can handle regular or serrated blades and can restore your blade to new in just three or four strokes.

R249

Available from www.trappers.co.za.

DON'T WORRY, HAVE POWER

With load shedding on the rise, finding an alternative solution to staying connected can be challenging. The Powertraveller Silverback Gorilla is an uninterrupted portable power supply for those who need to stay connected during load shedding or on travels where there is unreliable power infrastructure. Weighing as little as 2.5 kg, the Lithium-ion battery enables a laptop to run for up to 14 hours. It has the benefit of an AC output, allowing you to connect any electronic devices such as mobile phones, tablets and lights directly via AC.

R 7 999

Available from the Gadget Shop. For more information visit www.thegadgetshop.co.za



RECORD IT ALL

Garmin introduces the new Dash Cam 30 and Dash Cam 35, a high-definition stand-alone driving recorder which is easily mounted onto any windshield and records footage on a continuous loop. The camera starts recording when the vehicle is turned on and stops when the vehicle is turned off. The camera has an incident-detection feature, whereby video footage is automatically saved in the case of an accident. The dash cam 35 also comes with GPS and driver alerts.

Dash Cam 30 R2 699 **Dash Cam 35 R2 999**

Available from Garmin Southern Africa. For more information, contact them on **011 251 9964** or visit www.garmin.co.za



MAXICOFFEE, MINIPRESSO

Whether you plan to go hiking, camping or staying in a hotel, the Minipresso is the ideal espresso machine to slide into your backpack. The built-in semi-automatic piston creates ideal pressure after just a few pumps, injecting small quantities of water slowly into the coffee adapter to make a rich, flavourful drink. Minipresso doesn't require compressed air, N2O cartridges or electricity for its operation, and is half the weight of any of its rivals.

R1 280

Available from www.moreflavour.co.za



TWINS WIN AGAIN

Camping with the family but don't have space for all of the tents? Get the new Natural Instincts Highveld twin tent. This tent come with three separate rooms, two of which can be zipped closed for privacy. The tent includes air vents and a veranda and is made from strong fibreglass poles and durable canvas. It is 2.1 metres high, which means that one can stand up in the tent – perfect for getting dressed whilst camping.

R3 600

Available from Outdoor Warehouse stores. For more information, visit www.outdoorwarehouse.co.za

KEEP THINGS SAFE

The challenge with tents, is keeping your bits and bobs within easy reach. The new Nite Ize Gear Line ties into your tent on either side and has loops onto which you can snap carabiner clips to secure your tools, gear, gadgets, or clothing. Go vertical if you want to maximize storage, or hang horizontally to keep things easily accessible at eye level or to dry out gear quickly.

R365

Available at all leading outdoor stores. For more information, contact Awesome Tools on **021 981 6672**.



INTO THE FRYING PAN

Feed the whole family easily, and in one go. Buy the Bushman Steel Frying Pan. This pan comes in a jumbo size (38 cm) for commercial, home or camp kitchens. Made from 2 mm spun carbon steel, this pan will last a long time in your camping equipment.

R329.95

Available from www.seagullindustries.co.za. For more information, contact **021 577 1401**

CUTTING EDGE

Carrying the correct knife is vital. The new Opinel Outdoor Knife No.8 features a Sandvik blade, a thick serrated area, a survival whistle, and a shackle key for 4-10 mm shackles. This water-resistant knife is made from high-tech materials and has a non-slip area (the coloured area) made from hard polymer and fibreglass for grip. The knife is also resistant to extreme temperature fluctuations: -40°C - 80°C.

R420

Available at all leading outdoor stores. For more information, contact Awesome Tools on **021 981 6672**.



GOT GEAR? Got some cool new gear you think should be featured here? Send details to neil@caravansa.co.za.

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Border



After spending a few days on the Namibian side of the Orange River, I chose one of the 'roads less travelled' and headed up towards the hot springs at Ai-Ais.

lands & beyond

Touring southern Namibia

Story and photos by **Richard van Ryneveld**





Top left Old vs New. I really liked this old ex-army Bedford I found standing at the entrance to the Fiddlers Creek campsite. **Top right** Jacque Nel, camp manager at Fiddlers Creek, contemplates whether to go for a quick dip before his next guests arrive. **Bottom right** There're five sites at Fiddlers Creek for smaller groups and families. All sites have river frontage and plenty of shade. As the camp was quiet, I chose one of the larger sites that's usually booked by the larger tour groups.

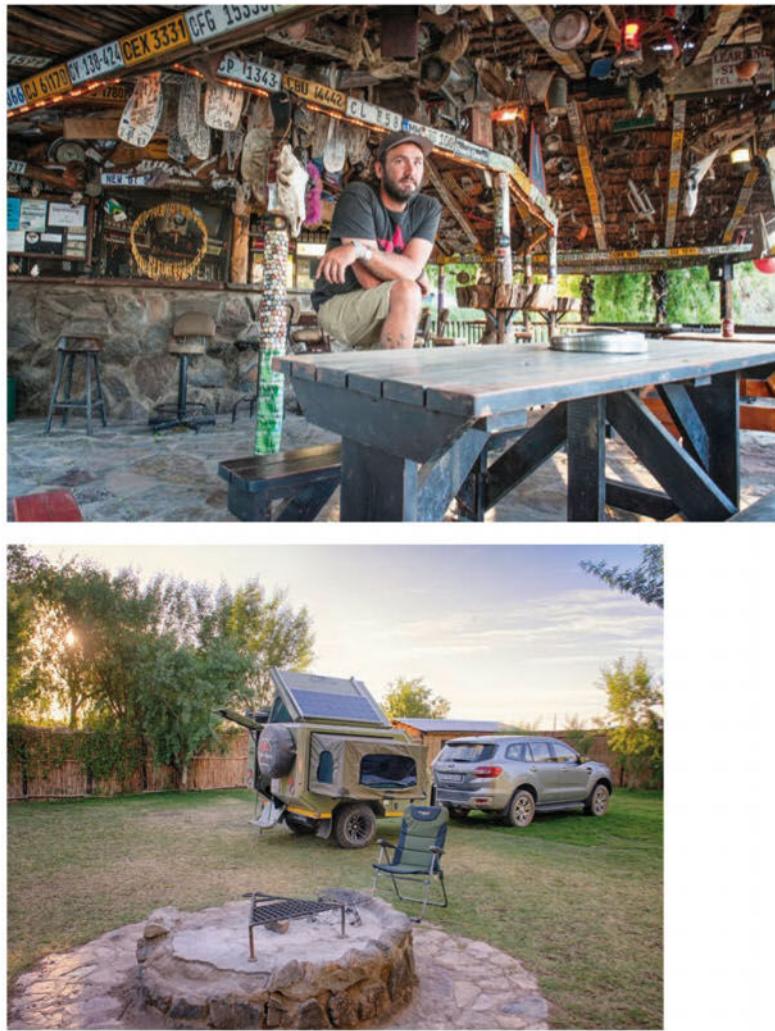
At the beginning of every year, I draw up a list of potential stories for the year ahead. At the top of the 2015 list was a trip to southern Namibia, but this proved to be an elusive destination. That is, until the dying weeks of last year when the editor said, 'We're getting a Ford Everest... organise an off-road caravan and head north!'

Jannie Oeschger from Bush Lapa in Paarl lent us his personal Bush Lapa Miskruier off-road caravan. Arriving at Paarl with my silver Everest, I got the normal client treatment of a top-to-toe demo of how every item on the Miskruier works. I was itching to hit the road, but Jannie insisted that I do the whole routine myself, including putting up the patented Bush Wing Awning. That first attempt took me half an hour, but as my travels progressed, I was able to shave 25

minutes off that time!

It was going to take more than a half hour to cruise up to my first campsite - Bushwhacked Outdoor Adventure at Fiddler's Creek near Vioolsdrif. I had almost forgotten about all the roadworks from Citrusdal to Vanrhynsdorp - but the thought of how great this section of the N7 would be once they're done, made the waiting acceptable. Of course, I was also comforted by the cool drinks and ice in the Bush Lapa's 80-litre National Luna fridge freezer.

I love Fiddler's Creek; it's my favourite campsite on the SA side of the border. While having a beer at the riverside pub, I got talking to Jacque Nel, the camp manager. He told me that the thermometer had reached just over 50° C a couple of days before; and that a film crew had been staying there for three months filming a series about



Howard Carter, the English archaeologist and Egyptologist who discovered Tutankhamen tomb back in 1922.

I also talked to Collette and Fia, who co-own Namaqua Paramedic Services (the only Advanced Life Support Ambulance in Namaqualand) and Colette - the paramedic on the team - told me that she'd had to put one of the set-builders on a drip, as he had heat exhaustion and was badly dehydrated. (I thought my couple of beers should save Colette and Fia from having to cart me away in their fully-equipped ambulance.)

Another one of those coincidences of travel: I'd already met Fia (who'd grown up at Sendelingsdrif and Vioolsdrif) many years before on a trip to the Orange River. She'd owned a small general-dealer shop which was just down the road from their family farm, Fiddlers Creek. I remember driving away with a



carton of grapes and enough mangos to open a chutney business – both were gifts from Fia and her mother.

The next day, I crossed over the Orange River into Namibia, to Noordoewer. I was headed some 50 kilometres down the line to Norotshama River Resort, located on a farm called Aussenkehr. This is German for 'outer bend', which describes a sharp bend in the river on the top portion of the farm. This venue is a verdant green oasis, featuring mile upon mile of green table grapes – thanks to a Yugoslav, Dusan Vasiljevic, who'd first experimented with table grapes back in 1988. He'd realised that he could harvest his grapes three to five weeks before other growers, and export to the world's biggest markets. Today, Aussenkehr is home to the largest grape-production farms in the southern hemisphere, and boasts over 1 200 hectares of vineyards.

These huge tracts of greenery are quite a sight in the desert landscape. The Norotshama Resort, on the green,

permanently-watered banks of the Orange River, was as cool and tranquil as the surrounding vineyards. The daytime temperatures at this time of the year in the south of Namibia are in the 40s, so it was a great relief to camp on thick green grass, under the shade of some large trees; and also to have a dip on offer either in the swimming pool or the river some 50 metres away.

The Orange or Gariep River provides a lot of the activities in this southern section of Namibia. A canoe- or river-rafting trip here is something that I reckon everybody should do at least once. Operators like Felix Unite, Amanzi Water Trails and a host of others on the South African side offer trips that range from one to five days.

Amanzi is another great campsite on the Namibian side of the Orange River. Here, they offer a two-day trip from their site on the edge of the water. Fishing is another popular activity on the Orange River – and at Amanzi I got

talking to Myron Southwood and Shane Finkelstein, who were fishing on the riverbank. 'So, what do you guys do in real life?' I asked.

'We are saturation divers – mainly working in the oil and gas exploration field.'

That's what I love about travelling: all the stories you hear, and the people you meet. Can you imagine living under pressure in a 'bell' or 'cistern' for up to 28 days at a stretch? And having to shower, sleep, and eat while hundreds of metres under the sea? By law, the divers have to take a month off after every stretch; but, as Shane explains, 'We generally take five to seven weeks off.' And they love camping and fishing on the Orange River. 'Especially at Amanzi'.

Shane and Myron called themselves 'beginner pap-gooiers'; they were fishing mainly for Barbel and Carp. But the river is also home to a large variety of fish species like Largemouth Yellowfish, Smallmouth Yellowfish and huge Catfish.

Top left It's hard to believe that Norotshama Resort is situated in a semi-desert area. With a good restaurant and a large swimming pool, Norotshama is just the place to base yourself while you explore the surrounding area. **Top right** I met Jaap and Lienkie Vermeulen from Pretoria at the Norotshama campsite. They were pulling an Imagine off-road caravan with their Prado; I was to meet up with them again at Ai-Ais. There's a sort of 'fellowship' of the road that I really enjoy. **Left** The Norotshama River Resort, on the banks of the Orange River, is situated on the biggest export grape farms in the southern hemisphere. The resort is extremely well run.



Above left With water from the Orange River, miracles are possible in this arid wasteland. I took this photo to highlight the contrast between the orchards alongside the river and the dry desert inland. **Above right** I've watched the reed city where the seasonal workers on the Aussenkehr farm live grow into a huge community over the years. **Bottom left** Never make assumptions is a lesson I've learnt over the years. I met Wolfgang, Katje and their young daughter Lara at Norotshama. Wolfgang has travelled Africa extensively in his lifetime, once running the camp at Epupa Falls for some time. **Bottom right** Amanzi River Camp has lovely green lawns, plenty of shade and all the campsites are situated on the banks of the Orange.



Apparently both species of 'yellows' are considered (pound for pound) to be some of the best fighting fish in the world. Fly fishing for Yellowfish now draws people from all over the world.

If fishing isn't your bag, then you might be happy that the Orange River teems with birdlife. There are almost 200 different species, from the herons (Goliath and Grey) to the Malachite, Pied and Giant kingfishers. And, just for good measure, there is also the Namibian Red Data Species: the Black Stork, White backed Night Heron, Fish Eagle, Peregrine Falcon, and the Cape Eagle Owl.

If this still isn't ticking any of your boxes, how about 4x4ing? Try the two off-road trails in the Aussenkehr Nature Park – the Quiver Tree Forest Trail and the German Outpost Trail, which are apparently great. Time prevented me from doing these trails but I would

like to do them in the future. On www.wheretostay.co.za, I read: 'The first (trail) is predominantly mountain and sand, and the second with river frontage...' Each of the trails needs a full day, and your vehicle needs high clearance and low-range. Both trails are some 100 km in length. You need to book these at the Norotshama River Resort Reception, where you will receive a map and a key to the gate. The 4x4 trails cost N\$145 per vehicle.

Christine Dirkse and Nellie Moses, the friendly ladies at reception, also pointed out that there are hiking and cycling routes in the area. For the adrenaline junkies, there are 12 sport rock-climbing routes nearby. They range from grade 15 – 24, and have been set out by a top professional climber. The climbing-route maps are available at reception.

I was intrigued by the huge nearby village which houses the thousands

of migrant workers on the farm.

Apparently, up to 18 000 people live here during the grape-picking season. I've watched this 'reed city' growing bigger and bigger over the years. Using reeds from the river, the local people have developed a neat, eco-friendly building style. The large town of reed houses known to the locals as 'The Village' is only a couple of kms from Aussenkehr.

Serving the village is a large, well-stocked Spar with an adjacent Tops bottle store. The local Agri Mark, very close to the Norotshama turn-off, has diesel as well as a well-stocked tool and hardware department. So, with the Everest tank topped up and my National Luna fridge freezer filled with perishables from the local Spar, I set off on the next leg of my trip – to Ai Ais and the Fish River Canyon.

After coming out of the Norotshama gate, I headed left down the C13 towards

BUSH LAPA MISKRUIER OFF-ROAD CARAVAN

Before I even start telling you more about the Bush Lapa Miskruier, let me tell you this: I covered some 5 000 kilometres with it. Two thousand-odd were on Namibian dirt roads, and at no time during my travels did I find any dust in the interior!

With its set-up time of less than 10 minutes, this trailer fits into a standard garage and sleeps four adults on two double beds. The Miskruier certainly lives up to its hype! I enjoyed being able to stop – slide the fridge and stove out – boil up a kettle – have something to eat. I often travel alone, and it took me literally a couple of minutes to hitch up, lower the roof and be ready to hit the road. I also found the trailer easy to tow on both gravel and tar.

The finish on the Bush Lapa was also first class. With a stainless-steel, heavy-duty body and chassis, and with aluminium doors and interior, the trailer has a GVM of 1 500 kg. Here is pretty much what you get when you drive out of the Bush Lapa factory in Paarl:

- Walk-In-Braked Solid beam Axle with 8 Blade Leaf Springs (1 800 kg)
- 15" tyres and rims standard (can accommodate up to 18" wheels) with spare wheel and out-of-the-way spare wheel bracket
- Bush Wing awning

- Kitchen with fold-down, stainless-steel working table
- Kitchen drawer system with double cast-iron gas burner, space for a fridge (up to 90 litre National Luna Combi) and double drawers
- Four double cupboards for clothes
- Extra cupboards in rear
- Aluminium nose box with two jerrycans
- Two levellers which also serve as jacks and high-lift jacks
- Lots of storage space
- Removable jockey wheel
- Wood storage
- 100-litre stainless steel water tank with pump
- Shock absorbers
- Electrical panel
- 220 V charging system, 12 V vehicle charging system and option for solar panel
- One deep cycle battery (can accommodate more)
- LED lights
- Mudflaps
- Crockery set and Cutlery canvas bag
- 1 Year guarantee on material and workmanship ex. factory.
- Other products as per manufacturers' guarantees



FORD EVEREST 3.2 TDCI XLT

I was lucky enough to test the Ford Everest over 5 000 odd kilometres. Of these, over two thousand were on gravel roads. I also did a stint of driving up and down the Skeleton Coast dunes. Whatever I threw at the Everest, it handled it with aplomb. Those of us who work for an outdoor leisure magazine are privileged to drive a lot of different vehicles, and perhaps we become a bit blasé – but the Ford Everest is a vehicle that had me raving to my mates and wishing I owned one. As a tow vehicle it was superb.

Under the hood is a 3.2 TDCi diesel motor that puts out 147 kW and 4799Nm of torque. It has a slightly smaller turbo than the similar motor in the Ranger series, and hence less turbo lag.

The Everest has a sophisticated 4x4 operation called the Terrain Management System. With four settings for various terrains – mud, sand, rock and even ice and snow – coupled with a towing capacity of 3 000 kg and with plenty of ground clearance, the vehicle will safely handle anything you throw at it.

The Ford SYNC 2 infotainment centre has a 21cm touch screen with simple access to the audio system, climate control and your telephone – a youngster in the Skeleton Coast dunes showed me that all these goodies could be controlled by a voice control setting. It also comes with Bluetooth, USB, CD and SD card connectivity.

The vehicle is a true 7-seater with variations in the seating arrangements. And it even has trailer sway technology, with sophisticated communication between the braking system and engine to stop excessive sway on a tow vehicle. I reckon the Ford Everest is going to take South Africa by storm this year.



Rosh Pinah. A couple of kilometres from the reed settlement, I turned right, heading north on the D316. The D316 eventually hits a T-junction at the C10. Here I turned left (on the C10) and on to the hot springs and campsite in the mountains at Ai Ais.

The name Ai Ais is the Nama word for 'burning water'. In 1850, according to legend, an itinerant Nama shepherd looking for some lost sheep discovered this small oasis situated at the foot of the mountain peaks at the southern end of the Fish River Canyon in. Legend or not, Ai Ais has a rich history.

In the 1903 – 1907 Nama uprising, the German military forces used the hot spring as a base camp. During the South West Africa campaign, the spring was used as a recovery station for the South African troops wounded in the fighting. The water, which has an average temperature of 60° C, is rich in sulphur, chloride and fluoride and is considered especially good for those suffering from rheumatism.

Well, rheumatism or not, it feels good to float in either the indoor or outdoor pool. Sadly, Ai Ais is looking a bit run-down, and needs a bit of TLC. Baboons are a real problem – I cannot understand why management haven't installed baboon-proof refuse bins. Every morning, the campsite looks as if a rampaging bunch of garbage workers have gone on strike, trashing bins all over the camp. Monkey-proof bins would go a long way towards solving this problem.

Camping next door to me were Jaap and Lienkie Vermeulen from Pretoria; I had met them before, at Norotshama River Resort. They were well organised, camping in an Imagine off-road caravan towed by a Prado. Doing my rounds, I met Kobus and Sandra Steyn, Gary and Vesta van Niekerk, and Merle Lendhorst and Mario Kotze. The couples were traveling together as a group. Gary and Vesta had hired a Blinkgat camper. Quite cleverly, they were finding out whether they enjoyed camping before investing in a camper of their own. They were really enjoying the camping, but Vesta did say: 'Some of the days are just too long...'

I can relate to that. As one who caravans and camps for a living, I really



Above The huge vineyards at Aussenkehr at first seem like a mirage. **Top right** Amanzi river camp is my favourite camp on the Namibian side of the Orange River. I met René and Renate Anderes from Switzerland here. Experienced travellers, they've visited Namibia and SA many times. **Right** I became really attached to my Bush Lapa on my trip. Comfortable, easy to set up and not a drop of dust ingress in over 2 000 kilometres of gravel; the Bush Lapa truly lives up to its name. **Bottom left** I met these couples at Ai-Ais hot springs. From left to right: Gary and Vestra van Niekerk, Mario Kotze and Merle Lendhorst, and Kobus and Sandra Steyn. As often happens traveling, I was to meet them again at the Canyon Roadhouse near the Fish River Canyon. **Bottom right** These two guys spend up to 28 days deep under the ocean. Saturation divers Shane Finkelstein and Myron Southwood take some well-deserved R&R at Amanzi, their favourite chill-out spot.



enjoy having time to explore and enjoy a new destination, and travelling long distances every day while trying to cover too much, can spoil a trip.

I met the group again at my next campsite, Canyon Road, which lies tucked behind the Canyon Roadhouse some 14 kilometres from the Fish River Canyon.

This quirky, eccentric, red-roofed roadhouse, with its collection of old cars and trucks, is a great place to stay. Here I had one of the best burgers I'd had in years. The roadhouse manager, Annetjie Theron, was incredibly helpful, assisting

me by sending an important email from her office computer.

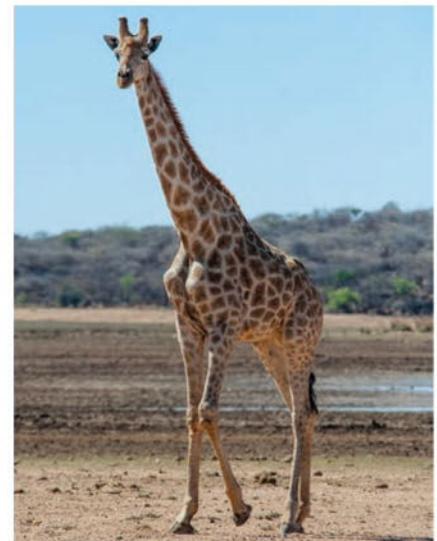
I'd been invited to stay for a couple of days at a venue called Erindi Private Game Reserve, to give me the chance to experience their luxury camp facilities. Though it was about 1 200 kilometres from Canyon Roadhouse, I wasn't fussed. After all, I had one of the best vehicles I'd driven in yonks (the new Ford Everest) and a Bush Lapa Miskruier at my disposal.

But I decided to nip quickly into the Fish River Canyon first, which would



add only 28 kilometers to my trip - 14 there and 14 back. After that I took the dust road to Klein Karas, following the railway line to Holoog and past the Naute Dam with more large expanses of vineyards, before getting to the B4. This is the tar road that joins Keetmanshoop and Lüderitz. I swung left along this tar road before heading north on the C14 to Bethanie, with a quick stop for supplies at the old stone shop building in Helmeringhausen.

Barreling down the long ribbon of dust road between Helmeringhausen and



Top left I would love to stay a good couple of days at the Canyon Roadhouse. This would allow me to shoot the venue's collection of old cars and drive the 14 kilometres down to the Fish River Canyon to catch the landmark's splendour in both morning and evening light. **Top right** Hidden behind the Canyon Roadhouse, at the foot of a range of low rocky hills, these campsites offer shade, potable water and well-appointed ablutions. The camp is well-run with great facilities. It's popular, so don't forget to book. **Bottom left** To my shame, I never recorded this man's name. He was pushing his bicycle in the sweltering heat on the dusty gravel road between Helmeringhausen and Maltahöhe. **Bottom right** Erindi Private Game Reserve was experiencing the tail-end of a drought when I arrived. But there was still a smidgen of water at the waterhole where I photographed this giraffe.

Maltahöhe I wind down the Everest's window briefly, just to feel the reality of the 39° C temperature outside. There's a hot easterly wind blowing from the drought-stricken plains of the interior. A tidal wave of dust covers the Bush Lapa off-road caravan. Far ahead, there's a mirage. It looks like a person. Or is that a person on a bicycle? Getting closer, I think that it looks like one of those crazy long-distance cyclists, loaded with panniers and carrier bags, which you sometimes find on the back roads of Africa. Realising that I am going to cover the poor rider with dust, I slack right off as I pass. I'd probably driven a couple of kilometres before it struck me: 'That's a local oke, and he's not riding, he's pushing his bike.' The road is as flat as a pancake and arrow straight! Something said 'turn around', and I did.

The pusher was a small man wearing an oversized pair of sunglasses and (incongruously) a woollen beanie. A leather hat hung over the handlebars. Strapped with strips of inner tube to the front forks was a blue foot pump. Strapped to other fork, a purple 5-litre oil can, then filled with water. On the carrier was his bedding. All his earthly possessions were on that bicycle.

'Are you OK?' I asked. He seemed surprised that I had stopped, and said that he was just very hungry and a bit weak. I found out that he hadn't eaten for two days. He was a farm worker, and had been working with cattle and sheep in the Karas district, near Helmeringhausen, for the past 20-odd years. He'd recently injured his leg in a car accident. His leg had been giving him a lot of pain, so he was on his way to

the clinic at Maltahöhe, 150 long, dusty kilometres away!

I had a Tupperware of pasta and mince in the fridge. I had got out a bowl and started ladling some in, but he put his hand on my arm. 'Thank you, thank you... but that's much too much.' He took a very small helping and ate. When he had finished, he smiled and said, 'Now I can start pedalling again.' He first started to loosen his purple water container, as he wanted to clean the plate. I stopped him, but asked to feel the water. It was hot on my hands, so I filled the container with ice-cold water from the fridge. He had a cheap blue torch on the handlebars of his bicycle, but the batteries were flat. I dug around in my camera bag for a blister pack of Energizer AAs.

'Meneer, I am really sorry, but I don't have much money...' I had to turn

away in case he saw my eyes misting up. 'They are a present,' I told him. He kept thanking me. He was an intelligent man, and I knew that he understood my reply: 'No, I have to say thank *you*...' I then offered to load up his bicycle, and I knew that we could; but he declined the offer. Apparently somebody he knew who drove a bakkie had said he would be travelling this road soon, and would keep a lookout for him. To my shame, I discovered later that I hadn't recorded this cyclist's name in my notebook or my tape, which really perturbed me because I'd thought I had.

It's a long journey from Ai Ais to Erindi, so I stayed over at the Arebbusch campsite on the outskirts of Windhoek. I have stayed here a few times before; it's

big, neat, well run, and has everything I need, including a good ablution block right next to my shade-cloth-covered campsite. It's perfect for my needs. I left before the sun was up the next morning.

It's not often that one is invited to a private game reserve, so I wanted to make the best of the three days I had at Erindi. My 'Out of Africa' experience began a couple of hundred yards from the Erindi entrance gate, when, travelling at crawl speed, I saw two large tortoises in the shade of a clump of bushes next to road. Then I saw the Lynx, which I hadn't noticed because of the shadows. He had his paw out trying to winkle one of the tortoises out of its shell. Of course, I had a wide-angle lens on my camera. As I

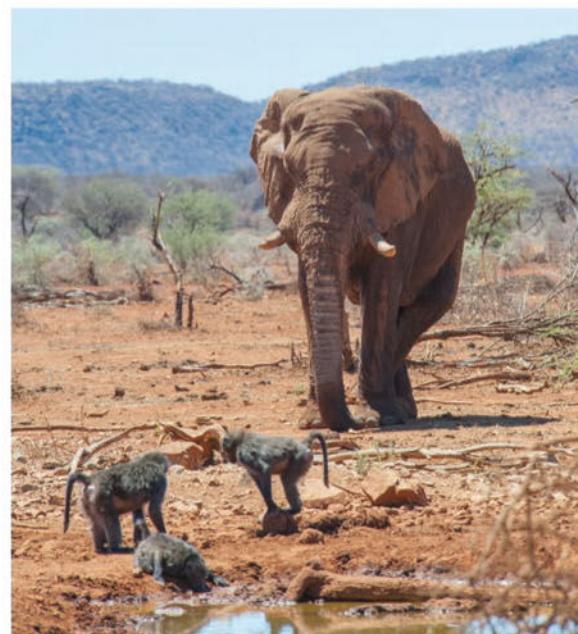
fumbled around for my 80 – 400 mm lens, the sly lynx disappeared... A couple of zebra watched me with a look that seemed to say, 'You can't win 'em all, mate!'

But I certainly hit the jackpot just round the corner at Elephant Camp. Loaded up with ice, meat, fresh bread and a carry-pack of Tafel lagers, I parked the Everest under the shaded gazebo. The grass on which I'd parked the Bush Lapa, next to my own private bathroom and kitchen, was like one of the greens prepared for the Masters at Augusta. The rest of Elephant Camp had that same feel, with everything as neat as a pin. I took a stroll around.

It was hellish hot, but the swimming pool was close at hand. After the swim, I



Above It was a real privilege to be able to visit the Erindi Private Game Reserve north of Okahandja, some 70 000 hectares in size. I had a permit to self-drive this magnificent piece of earth. **Top right** The camping carries the apt name of Camp Elephant. Literally a hundred paces from my campsite was this waterhole where these huge animals came to drink at all times of the day. Protected by an electric fence and habituated to human 'gapers' at their drinking spot, they were almost close enough to touch from the benches in the thatched viewing lapa. **Bottom right** The word 'luxurious' hardly describes the campsites at Erindi. Each site has its own private bathroom, an outdoor scullery and kitchen area and its own large fridge/freezer.





found my favourite spot, the waterhole. It was soon apparent that the elephant and other game move down here early in the morning and in the late afternoon, but also that there was always something going on here. There was a hippo that occasionally came out of the water, and I am not sure if there were more. Birds of all shapes and sizes also came down to drink throughout the day.

Sitting in the shade of the lapa, I read up a bit more of the history of this 70 000+ hectare game reserve. Back in the 70s and 80s, Erindi was a cattle farm that was sadly overstocked and overgrazed: the natural habitat was taking a hammering. It was then that Gert Joubert and his nephew Paul became the owners. They quickly phased out all farming activities and turned Erindi into one of the largest private game parks in southern

Africa. And then, in 2007, Erindi was transformed into a nature-conservation venture and a full-time game reserve.

Elephant, lion, the rare brown hyena, cheetah, leopard – and now also the African wild dog, *Lycaon pictus* – have been successfully reintroduced. I have to thank the Jouberts and their dedicated staff at Erindi – the highlight of my trip was getting a permit and map to be able to drive anywhere on the game reserve. It's a true privilege to be able to leave Camp Elephant at first light and spend the whole day game-spotting and photographing. There are even clearly-marked 4x4-only areas that I covered with the Ford Everest.

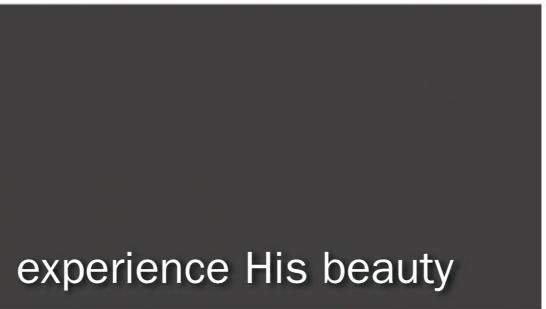
I get to drive all sorts of vehicles working for *Caravan & Outdoor Life* but this SUV is a real winner. It was going to be hard to hand it back in Cape Town. It was hard leaving Erindi,

Top left If you get the chance to take the gravel C14 road from Swakopmund south, don't forget to stop over at Solitaire. Another of those strange but fascinating places you find seemingly in the back end of beyond. With a famous bakery, restaurant, filling station and accommodation Solitaire is well worth a stay-over.

Top right The town of Omaruru was besieged in 1904 during the Herero uprising. The military commander at the time, Captain Franke was away in the south helping to put out the Bondelzwart uprising. He marched some 900 km in 20 days and broke the Herero siege. Franke's Tower was built in 1907 to commemorate the event. **Bottom** From the Erindi Private Game Reserve I headed through the Omaruru gate to the town of Omaruru, Karibib, Usakos and on to the seaside town of Swakopmund.

too, but I had a schedule to follow. I had to drive back to Swakopmund via Omaruru, where I was to pick up Andrew Middleton, a colleague from our sister title *SA4x4*, from the Rooikop airport in Walvis Bay. He was going to relieve me of the Ford Everest as he'd planned a 4x4 excursion up the Skeleton Coast.

I seem to have a habit of falling with my backside in the butter. Because of a bureaucratic snafu, Andrew couldn't make it, so I took his place. On that trip I would discover that the Everest could keep up with the supercharged, turbocharged 4x4s the guys would be throwing around the dunes. I drove some of the biggest sand dunes I had ever seen. I caught fish, and drank a reasonable amount of Windhoek and Tafel lager. But that's another story. For another magazine...



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TRAVEL GUIDE

Fiddlers Creek campsite, Vioolsdrif

Fiddlers Creek campsite is the base camp for Bushwhacked Outdoor Adventures. The campsite is located in Vioolsdrif, on the banks of the Orange River, and has 14 grassed campsites. Each site features an undercover kitchen, basins with running water, counter-tops, lights, power points and a built-in braai area. Some of the larger sites also have large tables and benches as permanent fixtures under the roofed area. Almost all the sites have been enclosed with a reed fence. Other facilities available at Fiddlers Creek include a small shop, a pool table, pay-per-coin filtered water, and a volleyball court. River-rafting excursions available at Bushwhacked range from half-day to five-day adventures. There is a great quirky pub overlooking the river, and breakfasts, lunches and dinners are available if booked in advance. The camp has a great vibe and I recommend it.

For more information, contact them on 027 761 8953, 083 325 7261, at info@bushwhacked.co.za, or visit their website (www.bushwhacked.co.za).



Norotshama River Resort, Aussenkehr

Situated on the banks of the Orange River in Namibia, this is the perfect spot to start exploring southern Namibia and the Fish River Canyon. Well-grassed sites feature braai facilities, potable water and an electrical point. There's an excellent a la carte restaurant, a swimming pool, and Wi-Fi is available. Norotshama is situated on the Aussenkehr farm. There are walking and cycle trails and two nearby 4x4 trails of roughly 100 km in length. Set aside a whole day for the 4x4 trails. Diesel fuel only is available at the local farmers' co-op across the road from the entrance gate.

For more information, contact them on +264 63 297 215/6, +264 81 128 6247 (cell), +264 63 297 217 (fax), norotshama@africaonline.com.na or visit their website (www.norotshamaresort.com).



Amanzi River Camp, Noordoewer

Amanzi is 16 kilometres downstream from the Noordoewer border post. The campsite (which is a stone's throw from the river) is first-class, with green lawns, plenty of shade, and privacy. The ablutions are great, with hot showers and good water pressure. There's a well-stocked pub, and wood, cool drinks, ice and meat are available. Popular attractions include rafting and canoeing, bird-watching and fishing. A 10-minute walk from the campsite takes you to some San petroglyphs (rock engravings). A drive to the Fish River Canyon and Ais-Ais is a worthwhile day excursion. The tracks in the Tandjieskoppe are a must for mountain-bike enthusiasts. For the rock climber, there are climbing routes in the area.

For more information, contact them on +264 (0) 63 297 255, 088 653 1571 (fax), info@amanzitrails.co.za, 021 559 1573, 086 767 2726 (fax) or 072 229 4672.



Ai Ais Resort, Ai Ais

The hot springs in the shadow of the sun-scorched mountains at the southern end of the Fish River Canyon are run

by Namibian Wildlife Resorts. Ai Ais has both an indoor thermal pool and a cooler outdoor pool. There's quite a number of camping sites, and the sites alongside the embankment wall adjacent to the river have shade. The resort has a restaurant, a shop and fuel pumps – both petrol and diesel. The baboons are really a nuisance, so don't leave your vehicle or caravan/camper open. The ablutions are clean with hot showers, but in need of a lick of paint. Ai-Ais is a great place for walking and exploring and offers plenty of opportunities for photography enthusiasts.

For more information, contact them on +264 61 285 7333, +264 61 224 900 (fax) or reservations@nwr.com.na.



Pap Pot, Maltahöhe

I had driven over a thousand kilometres from Torra Bay in the Skeleton coast when I rolled into Maltahöhe. Tired and in need of a bed, I stopped at the local hotel. 'Try the Pap Pot in the main road,' they advised. I had driven past it, thinking that it was a small bottle store. It consists of a restaurant, hence the name Pap Pot, a small shop with accommodation, and a couple of shade-cloth-covered campsites at the back of the restaurant/ shop. It is simple and unpretentious, but a really fine place for a stopover. It is run by Mannetjie and Henriette Esterhuyzen, who farm nearby and who made me feel extremely welcome. I had a really good venison steak prepared by the couple, and later bought some great wors, biltong and dröewors from the farmstall their daughter Rettie and son-in-law Cassie have just outside town on the road to Mariental. They have a butchery on the farm. When I managed to lock my keys in my car, Mannetjie went to no end of trouble to help me sort out the problem. Just another bit of travel magic you

experience in these small rural Namibian towns... Pop in at the hotel in town, too – it's also really worth a visit.

For more information, contact Henriette Esterhuyzen on +264 63 293 397.

Canyon Campsite, Canyon Roadhouse

The Canyon Roadhouse is one of those magic places, with its lekker little campsite tucked away at the back of the main roadhouse. The roadhouse itself consists of a shop, pub, restaurant and a museum of old cars, trucks and motorbikes. The campsite is behind the Roadhouse at the foot of some rocky hills. Most of the campsites have shade – try to get campsite No. 6 if you can. The ablution facilities are modern and first-class. The Fish River Canyon, the second biggest canyon in the world, is only 14 kilometres from the roadhouse. To sum up: 10 campsites, a restaurant, bar, and swimming pool, free Wi-Fi at reception, 24-hour security, mobile connectivity, secure parking, firewood available at reception, petrol and diesel available.

For more information, contact them on +264 61 427200, +264 61 251863 (fax), +264 81 129 2424 (24-hour emergency contact), canyon@gondwana-collection.com, or visit their website (www.gondwana-collection.com)



Erindi Private Game Reserve

Camp Elephant, which houses the 30 luxury camp sites and 15 self-catering chalets, is where I stayed. My site, No. 20, was absolutely stunning. Each campsite has its own bathroom with a toilet, solar-heated shower and hand basin. Each site has its own kitchen with a food-preparation area and a scullery. There's also a large fridge/freezer with its own key,

a kettle, and a two-plate electric stove. And the Ford Everest was cool under its neat shade-cloth awning. I stepped out of the Bush Lapa to a brick braai with an adjustable grid. Literally 150 metres from my camp was a large waterhole with a thatched open lapa. When I was sitting there, the elephant at the waterhole were so close that I felt I could touch them... but, don't worry, the whole of Camp Elephant is surrounded by an electric fence. The camp has a really well-stocked shop with all the basic foodstuffs, as well as wood, alcohol (wine and spirits), and a decent collection of gifts and books, etc.

If I could sum up what I enjoyed most about Erindi, it was getting a permit to self-drive the whole of this private game reserve to my heart's content. I hardly saw another car in the three days I was there. I felt as if I had the whole of the Namibian bushveld with its over 100 000 animals all to myself. That's quite a privilege.

For reservations, call +264 081 145 0000 or visit their website (www.erindi.com).



Alte Brücke, Swakopmund

Right down near the sea, Alte Brücke is a truly luxurious campsite which is very reasonably priced. With permanent gate-and 24-hour security, each campsite is on immaculate lawns with its own private bathroom and wash up area, its own braai, and easily accessible power points. It's a minute's walk to the beach or a five-minute stroll into the centre of Swakopmund's shopping area. This town has great restaurants, coffee shops, bakeries, and plenty else to keep you occupied.

For more information, contact them on +264 (0)64 404 918, +264 (0)64 400 153 (fax), info@altebrucke.com or visit their website (www.altebrucke.com).



Visiting Namibia

- The currency in Namibia is N\$ and South African Rand. 1N\$ = 1SA Rand.
- Driving a foreign registered vehicle (including SA) you must be in possession of a Proof of Ownership/ licence - The Chassis, Engine Number, Trailer Number and Licence details. (I found it useful to have this written down in a notebook when going through customs on the Namibian side of the border, as you need to fill this in on the entry form)
- A cross-border entry fee is payable when entering Namibia and a Road Usage fee is payable. Don't forget to get this slip, otherwise you will be sent back to get it!)
- All passengers are required to wear seat belts.
- Only garages in the large centres like Windhoek and Swakopmund accept credit or debit cards for fuel. So make sure you carry enough cash for fuel.
- The international dialling code for Namibia is +264 or 00 264, followed by the relevant Namibian phone number.

Namibia road conditions

The roads in Namibia are generally very good. The tar roads are excellent but slightly narrower. The distances between towns in Namibia can be huge and often the roads are arrow straight. The danger of falling asleep at the wheel is very real. The gravel roads here are extremely well maintained but it's important to travel with the right tyre pressures. Carry plenty of drinking water and refreshments – you could break down. Fill up with fuel at every opportunity – some of the more remote towns sometimes run out of fuel. Carry a decent first-aid kit. 

Words by **Neil Harrison**

Images by **Andrew Middleton** and **Infinity SA**



DRIVING IMPRESSIONS: Infiniti QX80

THE MEANS TEST

We all have our guilty pleasures. Besides Mr Sweets' Speckled Eggs, mine is big SUVs. There's something very reassuring, very comforting about driving a really big vehicle. It makes you feel invulnerable and safe. You can look the man selling the Big Issue straight in the eye, and you can see over the roofs of the cars around you. Getting in and out of such vehicles is physically easier: you don't so much climb down or climb out as you do step into and out of. I think that these are the real reasons why SUVs have become so popular – it really has little to do with off-road ability. Indeed, most SUVs will never leave the tar.

But do SUVs make sense in this age? Well, not really... You see, 'big and tall' means more weight and more frontal area, so you can forget about fuel efficiency. And you can also say goodbye to manoeuvrability. Thanks to their high centre of gravity, SUVs tend to topple over more easily than sedans.

So, what's actually remarkable about contemporary SUVs is how refined they've turned out to be. An

unimaginable amount of effort and cleverness has gone into building and designing these big lumps of metal to be more agile and safe than they have any right to be. But, one can't help feeling that, one day, our descendants will look at these vehicles with the same incredulity that we feel about the huge American sedans of the '50s and '60s. And I'd give you good odds that the Infiniti QX80 will become the poster child for the excesses of the SUV age.

But, let's disregard the fact that it looks like the love child of a PT Cruiser and a Cadillac Escalade, that it is 30 cm *longer* than the new Land Cruiser and weighs 365 kg *more* than a Range Rover. Let's put those 'orrible front fender vents behind us. Let's forget that, even if you drive this thing like you're Miss Daisy, you'll never see fuel consumption drop south of 20 l / 100 km. And let's agree that we'll never ever mention the time that we couldn't make the turn in a certain underground parking lot.

Let's put all of those things aside, and ask ourselves the question, 'Does this SUV have a purpose?' Well, the surprising thing is that I think it does.

But it has to be said that this could be only because I'm writing this review as a correspondent for Caravan & Outdoor Life magazine. You see, with a tare mass of 2 725 kg and a 5.6-litre V8 that's good for 298 kW and 560 Nm, the Infiniti QX80 has all the makings of an exceptional tow vehicle.

Now, we weren't able to test its 'towability' because our test unit wasn't fitted with a towbar; but we did note that the manufacturer rates the QX80 to 3 500 kg, and provides a 'Tow Mode' which adjusts engine performance for more pulling power, and reconfigures the transmission to similarly optimise shift points. There's also an automatic rear levelling system which uses air bladders to maintain an even keel when towing or packing heavies. So, we're going to give Infiniti the benefit of the doubt on this one and state that if you have something big and heavy to haul, you'd have to look long and hard to find a better tow car than the QX80.

Assumptions aside, does the Infiniti have anything else to offer? Well, it is a very comfortable vehicle; Infiniti is Nissan's luxury brand, much as Lexus

is Toyota's, so it's very well put together and very luxurious, albeit in a California-meets-Dubai kinda way. Sitting behind the wheel is very much like sitting in a top-of-the-line La-Z-Boy recliner – there's an embarrassing amount of cushioning under cheek; you get the feeling they had to pick out a particular large steer to get a hide large enough to keep all the stuffing in. You're faced with some impressive expanses of wood panelling, punctuated by a surfeit of buttons, dials and assorted switchgear. Figuring out how to drive the beast and operate the everyday functions is reasonably simple; but, if you wanted to master the vast array of functionality on offer, you'd find yourself referring to the owner's manual sooner rather than later.

While the front- and second row are seriously plush, the third row is more of a compromise in terms of space and accessibility, although this remains a competitive offering when viewed with that of other 7-seaters. (Note: the QX80 refers to itself as an 8-seater.) The big Infinity rides like a limousine, and with top-class sound- and vibration-deadening, you really do feel cocooned against whatever the road can throw at you. Thanks to Hydraulic Body Motion Control, there isn't too much body lean in turns, either – this system uses hydraulic chambers integrated into each shock absorber.

On the performance and handling front, the QX80 is similarly impressive.

PRICES & WARRANTIES

Infinity QX80 Premium
Warranty
Full Maintenance Plan

R1 238 000
3-years / 100 000 km
5-years / 100 000 km



Top With an oversupply of power and torque, the Infinity is happier in sand than you might expect. **Bottom left** A forest's worth of wood panelling point towards the Infinity's upmarket aspirations. As does the surfeit of switchgear. **Bottom right** With a 5.6-litre motor under the hood, the QX80 is proof positive that there's 'no replacement for displacement'.

Floor the throttle and the Infinity stands up and surfs a seemingly endless wave of power and torque thanks to a super slick 7-speed auto box – you're not likely to want for vooma. Handling is impressive, given the vehicle's size and weight, but one does get the feeling that the rules of physics should be respected! Even though the Infinity is one of the largest SUVs we've ever tested, its boxy lines allow for generous sight lines, so it's actually quite an easy vehicle to place and manoeuvre; and, at parking speeds, four external cameras and sonar provide useful feedback. But there are some underground parking lots that you'd be

better off avoiding. If you do decide to venture off the tarmac, you'll enjoy low-range, 233 mm of ground clearance, hill descent control, lockable rear differential and a choice of four different on- and off-road settings.

If we were to describe this vehicle's entertainment system, we'd need to double our page count. Detailing the driver aids and safety features would require a whole new article. This is a top-of-the-line model that wants for nothing... and perhaps that is part of the problem. It's a vehicle designed to appeal to those who want for nothing. So, while I couldn't personally countenance spending over a million rand on a vehicle that drinks more unleaded than our leader's blue-light convoy, I know that there are a number of our readers who could. Without blinking. If you are one of these fiscally-advantaged individuals, and you need a big, luxurious towing rig, the Infiniti QX80 is worthy of a long, hard look.





Caravan debut

Words and photos by **Liryn de Jager**

I firmly believe that we need to travel more in our own country and explore the beautiful places we have right on our doorstep. Just think about the adventure – criss-crossing from north to south and east to west, visiting our national parks and game reserves, turning off the beaten track to go and find a stoep or a bar in a little town, and literally drinking in the surroundings and tales of local legends.

How best to undertake a road trip of this magnitude and then come back with countless stories and images to inspire others to do the same? Take your home wherever you go, of course. It is something I'd been envisioning for a while, and thus began the process of my

becoming a first-time owner of a caravan.

After years of camping, I decided to upgrade to a home on wheels. After thorough research, asking the right questions on various forums and ticking the boxes of my specific requirements, I picked up the phone to call the person who was selling the caravan that I'd decided on.

'I assume you are inquiring about the '91 Sprite Scout for your better half?' an authoritative voice responded.

'No, actually it is for me, only. I'm not married.'

'Well, all right then; when do you want to come and have a look?'

However, it wasn't just a case of pulling up to the Pieterse's and driving

off with the Scout hooked up to my Daihatsu Terios 4x4. No way; Oom Henning took his time to explain, in great detail, all the ins and outs and the do's and don'ts of towing, setting up and breaking down camp, and maintaining the caravan. He and Tannie Sophia weren't going to let their pride go to just anybody; they wanted to make sure that an appreciative fellow camper was on the receiving end. With a firm handshake and approving nod, Oom Henning gave his blessing.

Even though I was thrilled at the prospect of hitting the open road and exploring the countless possibilities that were waiting, I would be lying if I said that I wasn't just a bit apprehensive



about what I was embarking on. I'd never even towed a Ventertjie, and now I wanted to go up and down hills with at least 500 kg pushing from behind, and this for thousands of kilometres. Too late to change my mind at this point...

Before hitting the road, I practised manoeuvring and setting up the Scout in the driveway at home. This was, of course, in order to save face and avoid looking like a fish out of water on my arrival at the campsite. And thus began the process – backwards and forwards, pushing and pulling till I got the angle just right; out with the stabiliser jacks at the back; fitting the back door tent into the lift-up door; pushing up the roof; getting the rally tent out from underneath the island bed and setting it up; rolling out the electrical cable and connecting the fridge. A couple of bumps, bruises and broken nails later, I had managed to do more than a half-decent job of setting up and breaking down the Scout.

'This is going to be fun,' I thought, with a smile of satisfaction.

There was no other place than the Kruger National Park that could be the first stop on my extended road trip. Since my first visits to this piece of paradise as a toddler in the late 70s, I have passed through those sacred gates hundreds of times and it never fails to live up to expectations. It is about so much more than the Big Five: it is about all things wild and wonderful; it is about the sights, sounds and smells

Top Left Before departing on my maiden voyage, I practised setting up at home. **Top right** During my practice sessions, I also unpacked and set up everything that I'd need at the campsite. **Right** A caravan's comforts (double bed and fridge) outweigh camping in a tent – for me, anyway.



that can only be found in those two million hectares.

As this was going to be my first venture out with the Scout and I didn't want to set up and break down camp every two nights, I booked four nights at Pretoriuskop Rest Camp on the south-western border of the Kruger National Park. Numbi gate, through which I would enter, was also the closest gate when driving from Pretoria.

All in all, the drive along the N4 to the park occurred without incident; in fact, it was easier than I'd thought it would be. I adjusted without much trouble to gearing down on the steeper downhills to make it up the other side without losing too much speed. I let the needle on the speedometer hover

around 100 km/h, because, even though I was comfortable, there was still a bit of apprehension and tension in my shoulders. Good fuel-consumption was foremost on my mind, but, as there was a strong cross-wind at times, it also made for better handling of the extra weight.

With regard to the normal rules of driving and being a responsible road user, when I had the Scout at the back of my Terios I also erred on the side of caution – maintaining a safe following distance, overtaking only where the lines and the view ahead allowed, not driving in the yellow line (with the caravan being wider than the vehicle) and being generally aware of what the other road-users were up to.



I stopped to fill up the Terios at the Viva fuel station on the Schoemanskloof Road, and checked all connections again; the indicators and brake lights were still doing their thing. This was after I'd initially had problems with the hook-up cable pulling out upon (mostly) right turns, as it appeared to be a little short. This is an issue I intend to fix before my next trip, either by taking the Scout to an auto-electrician to have the cables lengthened, or by extending the tow bar on my Terios.

Just on six hours after departing from Pretoria, we (my mother was the willing participant on this trip) pulled in at Pretoriuskop. The trip had taken just over an hour longer than normal, but that was to be expected with the attachment on the back of my vehicle. (On the trip back I was even more comfortable, taking only 30 minutes longer.) The Terios's fuel consumption wasn't too shabby either – whereas I normally get about 12.7 km / litre in city traffic, it measured 9.3 km / litre with the Scout.

Top left Seen at Lake Panic near Skukuza rest camp in Kruger. Wonder who was the most worried!? **Top right** During an early morning coffee stop, we came across this delightful sight. **Right** I'll treasure an encounter like this one for a long time.



The perfect spot (with electricity) waited in the upper part of the camping area of Pretoriuskop. It was right next to the fence, with friendly neighbours on one side and with a view of the sun sinking behind the horizon. As there were a couple of curious onlookers, I was glad about having done the practice session at home; it didn't take long to position the Scout and start setting-up camp. The roof was popped up, the electrical cord plugged in and the

fridge starting to cool, chairs and table were out and wood was on the braai-stand. With darkness descending, we gazed upwards, and, as a certain Bruce Springsteen sings, "Show a little faith, there's magic in the night...". (Can't argue with The Boss, can one?)

It was a case of early to bed, early to rise; and, as soon as the night guard opened the camp gate at 06h00, a string of vehicles followed one another for the first bit before each turned off on a

different route. Our first stop was the Shitlhave Dam for the customary coffee and rusks at sunrise. However, before Mom could even take out the flask and mugs, five lions interrupted proceedings by nonchalantly strolling into view and stopping at the water's edge. For the next hour they did what their species do best – lazing around, with the occasional yawn thrown in.

Kruger had started out with a bang, and in the next four days she (it is *Mother* Nature after all...) went above and beyond expectations again. Our sightings list included the usual general game like impala, zebra, blue wildebeest, kudu, waterbuck, giraffe, steenbok and duiker, and numerous bird species. And then, of course, the big ones – sable antelope, lions, cheetah, wild dogs, hyenas, buffalo, elephant and rhino – 32 white rhinos!

Apart from body, mind and soul having been refreshed by yet another magical experience in one of the world's most iconic game reserves, we were sobered by the fact that not all is well. On more than one occasion, helicopters could be heard, and spotted, circling in the southern part of the park that has been hit hardest in the ongoing rhino-poaching scourge. Other law-enforcement officials were also visible, manning speed traps to

make sure that visitors were adhering to the speed limits.

Although we can't make a blanket generalisation, the safari vehicles (or, as I like to label them, Ferrari Safaris...) were a thorn in our side on more than one occasion. In just one example, we were the only vehicle around, and following a leopard at a safe distance. We were giving the animal its space as it was walking away from us, but (within the space of a minute) several safari vehicles rushed up from behind, spooking the animal, which duly disappeared into the long grass. Measures have been put in place to govern these companies' behaviour more stringently, but whether they are actually working, remains to be seen.

Camping in the Kruger National Park, and, in fact, in all South Africa's national parks, must remain one of the holidays one can have locally that gives the best value for money. We paid R250 per night (base rate for 2 people) for a stand with an electrical point at Pretoriuskop rest camp. Yes, there are still the daily conservation fees which amount to R66 per person (adult) per night if you don't have a Wild Card; but, if you get the card, you are sorted for a whole year.

I've always found that the facilities, including the communal ablutions and

cooking areas, are clean and well-maintained – especially in Kruger. It is best to bring most of your supplies from home, but the shops are well stocked if you should run out. And, if you don't feel like hovering over a smoky fire, the main rest camps in the park all have restaurants, which now include chains like Mugg & Bean, Wimpy and Cattle Baron. (However, fear not; it doesn't take away from the true Kruger experience...)

Okay. In the end, how did the experience in my Sprite Scout fare against camping in a tent? Oddly enough, setting up and breaking down camp were less of a hassle and took less time than a tent campsite had. Looking around at my fellow campers huffing and puffing, pulling out countless pegs, rolling up groundsheets, main tents and side rooms, and trying to find space for all the bits and pieces, I quietly chuckled inside.

I also felt quite comfortable in the security that the 'four walls' offered, compared to the anxiety felt in flapping canvas amid a storm of bushveld proportions. A case in point – on a previous camping trip to the small Balule camp near Olifants rest camp in the north of Kruger, the wind had been so ferocious that I'd ended up sleeping in the bath tub in the communal ablution block... Stretching out on a solid double bed mattress is certainly much more comfortable.

The luxury of having a fridge in the Scout, as I'd opted to have a camping spot with electricity, was most definitely a plus. Instead of having to empty a bag of ice into a cool box (where the ice melts within half a day in the sweltering summer heat, anyway), it was just a case of opening a door and popping open a cold one.

If this is what the first leg of my extended road trip with my Daihatsu Terios and Sprite Scout was like, I can't wait for the rest. So, where to next? I think there's a spot on the banks of the Orange River, with the Richtersveld around the corner, just waiting for me to pull in... 

Left To me, the best thing about camping is relaxing with a cold one in front of a fire at the end of a satisfying day.





Words and photos by **Bert Kruyswijk**

UP UNDER THE ROOF

READER DIY: Roof Top Tent Storage solution



We've been avid caravanners since 1983, camping with our three children on weekends and holidays, but we realised on a trip to Namibia that many more adventures can be experienced beyond the places that can be reached by sedan and caravan on tar roads only. So, we decided to go 4x4.

As the kids have grown up and are doing their own thing, we could leave the caravan at home and go for the rooftop tent (RTT) option. I think that many campers are put off the idea of using a



Top left When not in use, a drop-down cover keeps the winch hidden from covetous eyes. **Top right** Once the rooftop tent has been lifted up, we use the hoist's 'crawl' function to move the tent along the beam, towards its resting place. **Middle** We made up a frame which would allow us to hoist the rooftop tent safely, without putting any undue stress on any part of the unit. **Bottom** As you can see there was no space for us to fit the vehicle in the garage with the rooftop tent still in place.



rooftop tent by the challenge of handling and storing one.

I decided to put my DIY skills to the test and came up with a solution that enables me to install and remove the tent singlehandedly. When we had our first SUV (2005 Jeep Cherokee), I could store the RTT in the garage by making use of a mounted electric hoist suspended on the trusses of the roof. I had to deflate the tyres in order to clear the garage door when exiting and entering, but this was not too much effort and worked well.

When the time came to replace the Jeep, I decided on a 2011 Hilux double-cab with a steel canopy. This was when the fun started! I could no longer store the RTT in the garage because of the height restriction of the garage door – the bakkie was much too high. To enlarge the door opening would interfere with the main roof and also be very costly; so we had a look at the caravan's carport.

Now that I have given this a sufficient lift, by installing an i-beam with crawl and electric hoist, the rooftop tent and caravan can now be stored and used independently. 🚗

COSTS

Hoist	R1 000
I-beam (salvaged)	R400
Lifting bracket	R250
Paint, drills bolts & nuts etc.	R250
Labour	Plenty of head scratching and elbow grease!

SMOOTH OPERATOR

TOWING TEST: Volvo XC 90 D5 AWD





VITAL STATS

2.0-litre twin-turbo diesel	
Manufacturer's maximum towing	
Capacity	2 400 kg
Tare weight	2 750 kg
Price	R900 000
Test caravan GVM	1 125 kg
Test caravan price	R229 000

Traditionally, Volvo has been the car you wished you were in when you realised you were about to have a serious accident, and your life started flashing before your eyes. Passenger safety has always been this manufacturer's prime objective – which is all good and well if safety is your main motoring concern. But, you know how it goes... We're emotional creatures and we look for more than just safety. We want fun and excitement, too!

So, for the last decade or so, Volvo has struggled to shrug off its safe conservative image while simultaneously striving to be the safest car maker of them all. A real challenge! The brand was sold off to Ford, and after a few years, when Ford found itself in a tight squeeze, it sold the brand off to Chinese motor manufacturer Geely, in 2010.

So, what's worth noting here is that the vehicle reviewed in this test has a Chinese parent. And, as you'll read in this tow test, we think that they've come up with a model that seems set to be a seriously hot contender in the SUV segment – set to challenge the Mercedes-Benz GL, BMW X5, and Audi Q5 head on!

Engineers at Volvo have apparently determined that the optimum engine cylinder capacity for fuel economy and performance is 500 cm³, so this SUV is powered by a 2.0-litre 4-cylinder diesel engine equipped with a twin turbocharger system. It's a combination powerful enough to propel the vehicle to 100 km/h in 7.8 seconds, and in 28.44 seconds when towing a caravan weighing 1 120 kg. The motor develops 470 Nm of torque right where you want it – between 1 750 and 2 000 r/min. And don't forget the 165 kW of power.

The XC 90 features an innovative rear suspension. It's a single, composite leaf-spring mounted transverse at the rear – which, in simple terms, is a single blade spring



If you like exploring places off the beaten track then this combination is... well, over a million bucks! Great interior space and good fuel economy are the obvious strong points of owning this combination.

positioned across the width of the car! How does that affect towing? Well, a seasoned caravanner wouldn't detect any pitching from the rear of the vehicle, and when we were towing our test Sprite Tourer SW, the Volvo's rear-end dropped just 20 mm under the nose weight of the caravan. Compare that with others in our data pages and you will see that it's far less than average!

You won't feel any difference in ride; the vehicle delivers exactly the combination of comfort and control that you'd expect from a luxury vehicle. In fact, it's so smooth that it feels like you're riding on air suspension.

INTERIOR

This is an elegant space, uncomplicated yet plush. The designers have tried to move away from the typical mass of switchgear and dials: in the Volvo, you'll see a large touchscreen display in the centre of the dash. This allows you to control just about everything – from five different gear-performance selections, to GPS functions, to economy checks, to trailer-light check, and up to music selection.

Another personal favourite is the vehicle's 'heads-up' display. This projects information onto the windscreen in front of you in an unobtrusive yet distinct manner. On our test vehicle, I had it set up to view the demarcated speed limit

versus the actual speed. Handy!

The Volvo has three rows of seats, with the last row being located in the luggage bay. They're all electronically operated, so this last row can be flattened to allow for more cargo room.

TOWING CAPACITY

Popular opinion tells us that, if you want to tow a reasonably-sized caravan, you need a big vehicle with a torquey engine to maintain a good cruising speed. But, as Bob Dylan would say, the times they are a-changing!

Smaller engine capacity and high output began with VW's 2.0-litre twin-turbo Amarok, which turned the light-truck market upside down. The Renault Duster came out later with a

small 1.5 twin turbo diesel producing 240 Nm, and this model towed our 1 210 kg (GVM) Sprite Tourer SW (the same caravan) well enough.

Volvo's 2-litre twin turbo XC90 seems to prove conclusively that there's no need for big displacement motors. The XC90 has a manufacturer's maximum towing capacity of 2 400 kg. (You can forget the GVM which is higher; in this case, we have to work with the manufacturer's specification.) Since this car has so many add-on features, the GVM will also depend on your chosen add-on specification level. Volvo have also specced a bullish maximum towball weight of 140 kg.

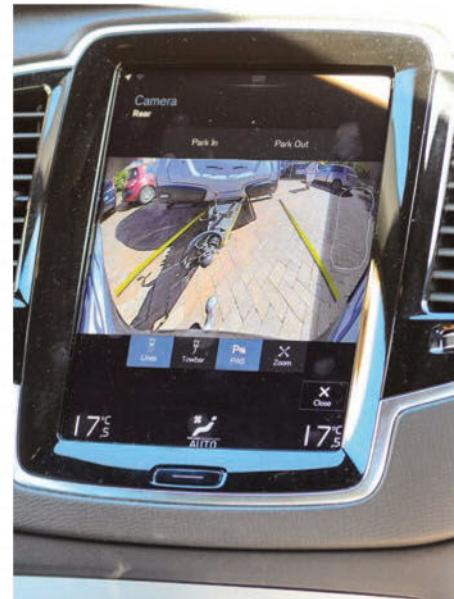
TEST ROUTE

We hitched up our Sprite Tourer SW and headed for the scenic mountains of Stellenbosch, over Hell's Hooge Pass, on to Franschhoek, and up over the pass of the same name. Anyone visiting the Cape has to drive this route, to stop in the pass and admire the view, breathe the fresh air and listen to the sounds of silence. It complements this car and caravan, big time!

There used to be a small caravan park on the other side of the Franschhoek pass. The old park facilities are still there on the Theewaters' side of the pass, the paint long faded and sadly decayed to a state well past rehabilitation – don't we need such a place to go and de-stress? However, the next caravan park is not too far away, at Theewaterskloof dam.

The rig was pleasing to drive; with eight ratios on hand, the gearbox was very adept at selecting the perfect gear. In fact, the 8-speed auto offers five





different driving experiences that can be selected via the touchpad screen: there's Eco (efficient drive), Comfort (everyday use), Off Road (rough road), Dynamic (high performance), and Individual (for a personalised driving experience)!

These settings change the gearbox characteristics by predetermining at what engine revs the gearbox should select the appropriate gear ratio. For towing, we selected the Comfort setting; and, with our 1 138 kg Sprite Tourer SW behind, discovered that this combination could accelerate from zero to 100 in 28.44 seconds. That's quick, for a big SUV.

When we encountered frustratingly slow traffic on the mountain pass, we could – at a touch of the touch pad – select Performance mode, which meant that the engine kept the gears longer, with higher revs making more power available. So, while this combination will do 146 km/h as a top speed, it also climbs our 2 km mountain pass in 1 minute 29 seconds.

Top right The positioning of the reverse camera and its high definition feed does a great job of showing the proximity of towball and hitch. This really takes hassle out of hitching up your van. The new Volvo has many other great features but this one was the cherry on top for us! **Bottom left**

Rear seat passengers have their own ventilation controls. **Bottom right** The middle row of seats fold forward to increase the load bay; plus, there's a third row of seats you lift out of the load bay floor.

On the safety front, the rig will stop from 100 km/h in 3.39 seconds – and with excellent stability characteristics.

And here's the bonus of this size of engine and output: over this 310 km route, our fuel consumption averaged 10.4 l / 100 km, according to the Volvo's on-board fuel meter. The XC90's long body may be a bit daunting to park at your local shopping mall, but on

the open road it offers wonderful straight-line stability.

Getting back to the touch screen – this offers the technophile so many features that you will need to read the specifications- and options list printed here. And, let's give Volvo kudos for the quality of the reverse camera picture – it's the best I have seen to date in terms of picture definition, as well as providing

SPRITE TOURER SW

Price	R229 400
Berth	4
Tare (kg)	1 138
GVM (kg)	1 450
Nose weight (kg)	80
Tyre pressure (kPa)	250
Stability (recovering from induced sway)	4/5
Stability (recovering from side winds)	5/5
Pitching	5/5
Overall towing characteristic	5/5

Above results unique to towing vehicle and how you pack the caravan. This test caravan is a used model kindly loaned by Campworld. Retail prices will vary.



Even if you were to employ the third row seats, you'd still enjoy this amount of boot space.

the best view of the towball and the caravan's tow coupling coming together.

My dislikes? The aircon fan can be noisy on higher settings; perhaps the price one has to pay for cooling or heating the cavernous interior. Also, when you open that bonnet, the only thing you will be able to do is to look

at the engine. Leave that headache to trained mechanics: it's not a DIYer by any stretch of the imagination. But then, neither is anything else at this price point.

The low profile 275/35 R22 tyres also have their benefits in straight-line stability. The downside is that one must

be very careful about going off the tar, as the low sidewall will be vulnerable to damage from rocks. If you are going to use the Volvo for off-road exploring, you should consider specifying the optional wheels and higher profile tyres.

CONCLUSION

Volvo isn't boring anymore. It's clear that the company is making a concerted pitch for market share, adding both flair and innovation. The new XC90 is proof. We had this vehicle for seven days, which was not enough time to get to grips with all the functionality on offer, but we noticed that all of those who had been invited to view the interior had the same reaction – they were impressed!

So, the bonus is the all-wheel-drive system, and the technology that takes driving to a new level. There is space for all the camping gear – all you still need are destinations in the great outdoors, and your on-board GPS will help you find the quickest route there!

Owning the XC90 AWD affords you a really practical family car: one that'll look at home outside the swankiest of destinations, as well as one that will allow you to travel to off-the-beaten track destinations while towing the family caravan. That pretty much ticks all the boxes! 

STANDARD FEATURES

This is a summarised list of most noteworthy standard features. The full list can be found in the Volvo XC90 specification brochure.

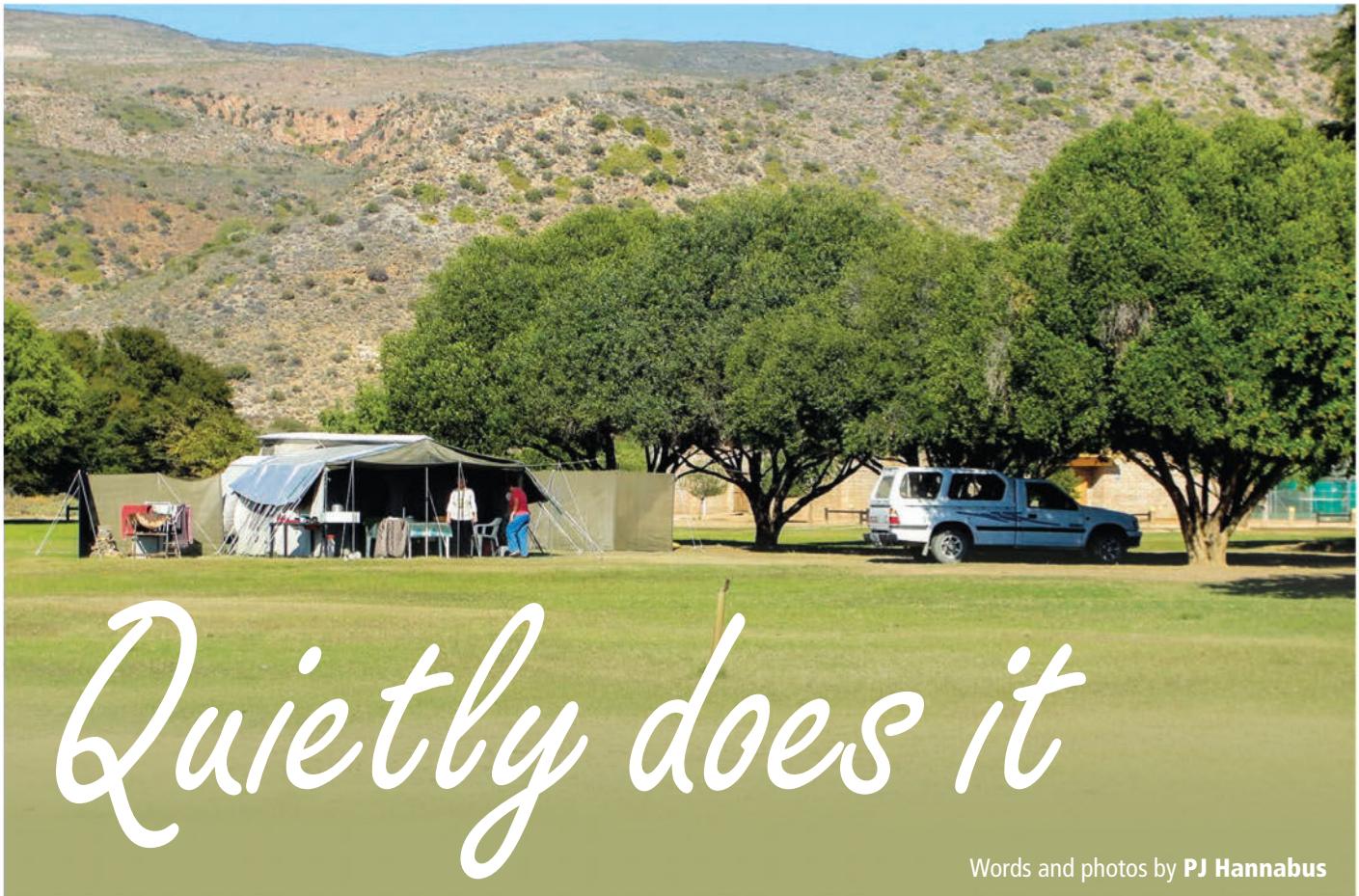
- Cruise control
- Collision Mitigation Support, front (City Safety)
- Head-Up Display for Forward Collision Warning system
- Lane Departure Warning (LDW)
- Park Assist Pilot + Park Assist Front and Rear
- Hill start assist
- Hill Descent Control
- Rain sensor
- High Performance audio system
- AUX and 1 USB connections in centre armrest
- Navigation – Pro
- Road Sign Information (RSI)

- Stop / Start technology
- 4-Zone Electronic Climate Control
- CleanZone (AQS with pre-ventilation at unlocking)
- Humidity sensor
- Power adjustable seat with memory function (driver and passenger)
- 4 way power adjustable lumbar support (driver and passenger)
- Power cushion extension (driver and passenger)
- Mechanical fold and rise of third row backrest
- Manually foldable rear headrests
- Automatically dimmed inner and exterior mirrors
- Alarm with interior motion sensor and inclination sensor
- Keyless Drive
- Power Operated Tailgate
- Load cover, semi-automatic
- Storage tray RH side cargo area with bottle holder strap
- Soft load net stored in bag
- 12V outlet in luggage area
- Cargo divider / Storage tray (under load floor)
- Retractable mirrors
- LED headlights with automatic bending and high-pressure cleaning system
- EBL, Flashing Brake Light and Hazard Warning
- Full leather upholstery (Nappa leather on Inscription)
- Tyre Pressure Monitoring System
- Drive Mode Settings
- Power Steering Personal Settings
- Tracker Unit
- Laminated Side Windows

VOLVO XC90 AWD D5

Price	R853 200	4th gear (km/h)	45
Engine capacity (cc)	1 969	5th gear (km/h)	60
Torque (Nm)	470	6th gear (km/h)	75
Power (kW)	165	*(depends on mode selection):	
Gearbox	8-speed auto	Most comfortable gear towing @ 100 km/h	7th
Fuel tank (l)	71	Most comfortable gear towing @ 120 km/h	7th
		Hill climb (2 km climb)	1 minute 29 seconds
Practicality			
Interior space	5/5	Fuel consumption	
Seat comfort	5/5	When towing (l/100 km)	10.4
Trailer stability programme	Yes	Probable range (km)	682
Accessibility to van's electric socket	4/5		
Side mirrors	4/5	Towing tyre pressures	
		Front (kPa)	2.2
		Rear (kPa)	2.4
Vehicle Towing Specs		Straight line towing:	
Tare (kg)	2 750	Excellent; light but positive;a good towing caravan	
Max towing mass unbraked (kg)	750		
Max towing mass braked (kg)	2 400		
Manufacturer's max. towing mass (kg)	2 400		
Towing performance		Caravan feedback	
0 - 60 km/h (sec)	5.70	Does the car feel in control of the van? Yes; it's an ideal combination for weekend towing and longer.	
0 - 80 km/h (sec)	15.07	Does the van pitch onto the rear of the car? Very slightly.	
0 - 100 km/h (sec)	28.44	Will the rig stop in time? Braked well, coped with additional weight.	
80 - 100 km/h (sec)	5.49		
Speed at max. torque*		Hard stop from 100 km/h (sec)	3.39





Quietly does it

Words and photos by **PJ Hannabus**

READER RESORT REVIEW: Calitzdorp Spa

Calitzdorp Spa! The very name conjures up images of steamy relaxation, of lazy days spent soaking away the cares of the world. You'll find this resort about 50 kilometres west of Oudtshoorn, and about 22 kilometres distant from Calitzdorp.

The water that erupts from the 'eye', right at the resort's entrance, bubbles up at 56° C. It's so rich in iron that it's an opaque brownish colour. Thus, the main open-air warm pool and the indoor Roman bath are also this colour – you can't see the bottom of these pools. It can be off-putting if you're expecting clear blue pools. The venue also boasts two large conventional outside pools; as they aren't heated, they're perfect for the hotter days – and will provide you with your clear blue water 'fix'.

This resort is run by the Eden Municipality, and on quite a tight budget. If you've visited in previous years, you'll miss some of the pomp and

splendour that you might have been familiar with back then.

The beautiful oak bar upstairs in the conference centre is no longer in use, nor is the restaurant's fantastic stainless kitchen. The conference centre still gets hired out, but you have to hire the kitchen at R485 per day (crockery and cutlery included) and supply your own chef!

But, despite these economies, Calitzdorp Spa is still a great place for us campers to visit. There are 20 campsites with 220V power, and 12 without, and all stands are level and shaded. Because of water restrictions at the time of our visit, the lawns were in poor condition, although here and there were some good green patches where you'd see the tame springbok munching away.

Two modern ablution blocks serve the 32 sites. During our visit, the men's block had no shower curtains and the floor was under water every morning.

ACTIVITIES IN THE AREA

Bird watching
Fishing
4x4ing
Horse Riding
Water Sports
Boating
Game Watching
Hiking
Mountain biking
Beaches
Caves/bushman paintings
Cinemas
Crocodile/animal farm
Golf
Monuments/museums
Restaurants
Squash
Wine routes

ESSENTIAL INFO

32 sites, 20 with 220 V and 12 without

Ablutions: Men 8 showers, 8 toilets

Ladies 6 showers, 8 toilets, 2 baths

Pets not allowed

Out of seasons specials: Between

R100-R300 cheaper out of season

Camping rates out of season:

R205+R25 (with electricity),

R155+R25 (without electricity)

Chalets, 4-bed units near pool, from R650pn

4/6 bed units near mountain, from R435pn

Bring own plugs and toilet paper

Top Manager, Nicky Laubscher, and his two assistants at the entrance. **Middle left** The hot indoor Roman Pool, great on a cool, windy day. **Middle right** The shady outdoor hot pool, the cold pool is seen in the background. **Bottom** The conference centre, bar, restaurant and office block.

Bring your own toilet paper. The squash court is no longer in use, but these toilets and showers were also made available to campers. Sculleries are very good, and there are wash-lines.

If you don't want to camp, you can choose between two types of chalets. There are 20 'Pool Chalets', which have four beds – and which are, of course, located near the pool. Then there are 22 'Berg Chalets', which have either four or six beds, and are set back towards the foot of the mountain about 500 m from the main pools. Nicky Laubscher, the manager, said that the resort offered discount packages ranging from 15% to 30%. Pensioners enjoy a healthy 40%.

About 500 m from the front gate, you'll find Uhuru Guest Farm, from where you can buy braai wood for R25 and/or enjoy some chips and beer at their pub, or maybe order a meal before 17h00. Visitors are very welcome here.

In Calitzdorp, you'll find lovely restaurants and many wine estates. We visited three estates: De Krans, Bo Plaas and Calitzdorp Winery; we found





Top The poolside chalets, note the thatched shade area. Olifantsriver Kloof is visible in the background. **Bottom left** The east facing chalets on the mountainside. **Bottom right** The unusual 'Bottle Tree' at De Krans Wines in Calitzdorp.

De Krans to have the best-tasting range and prices.

If you're staying at this resort, you'll have to make sure that you have everything you need from the shops at Calitzdorp, as there's no shop on site; and a 44 km round trip for milk and bread could prove frustrating.

This resort offers some compelling reasons for visiting: it has a Karoo platteland feel, and there are enough hiking trails to keep you busy for hours. The Olifants River winds past

the entrance into the kloofs and also presents an opportunity for a nice hike.

During our stay, we heard the fish eagles calling regularly and there was an abundance of other birdlife. The days were calm and sunny and the evenings were cool. Light-pollution in this area is minimal and we could study the stars in perfect conditions. There's little traffic past the resort, so perhaps the resort's largest drawcard is tranquillity. If you want to unwind in hours of pure silence, this is the place to go. 

RESORT CONTACT INFORMATION

Nearest town Calitzdorp, 22 km
 Contact person: Ranette (Manager)
 044 213 3319/71
 086 720 8466 (fax)
spa@edendm.co.za
www.calitzdorpspa.co.za
 Directions: On the DR1688 road, off the R62, outside Calitzdorp.

FACILITIES

- Credit Card
- Tennis Courts (2)
- Roman Bath
- Warm Pool
- Cold pools (2)
- Hiking trails
- Game
- Conference Facilities
- NOTE:** No bar, kiosk, restaurant or wood.
- Fuel at Calitzdorp, nearest town.



NEW MODEL: Suzuki Vitara



Words by **Neil Harrison** Photos by **Suzuki SA**

PRICING AND WARRANTIES



PRICES

Vitara 1.6 GL manual	R239 900
Vitara 1.6 GL+ manual	R269 900
Vitara 1.6 GL + manual AWD	R291 900
Vitara 1.6 GLX auto	R299 900
Vitara 1.6 GLX manual AWD	R319 900

Warranty	3-year / 100 000 km
Service plan	4-year / 60 000 km
Service intervals	15 000 km
Roadside assist	3-year

THE POLITICS OF POPULARITY

The Vitara was one of the first compact SUVs ever built, almost 30 years ago. The new model straddles the divide between compact SUV and compact crossover (a far more buoyant sector) by virtue of the fact that it's on offer in both FWD and AWD form.

Towards the end of last year, we travelled to George to put the new model through its paces. Appearance is a subjective matter, but we found ourselves far more enamoured of the Vitara's tidy derriere than its dour *voorkant*. Though it's still a compact vehicle, its short front and rear overhangs, higher roofline (1 610 mm) and 185 mm of ground clearance all point towards a vehicle designed for more than just the tar.

Suzuki have debuted three new colours on this model, and also offer buyers the opportunity to mix-and-match roof, grille and body colours for a more personalised colour configuration. What's more, two styling packages are available.

Inside, the cabin is tidy and unpretentious. Besides the functionality typical of this price point, you'll enjoy a trip computer (which includes instant/average fuel consumption and operating

range) and an MP3/WMA-compatible audio system with CD player, radio, Bluetooth and USB connectivity. Higher spec models boast a steering wheel with satellite controls for the sound system, cell phone functionality, cruise control and speed limiter.

The rear seats are split 60/40 and fold flat. This sees the Vitara's luggage capacity grow from 375 to 710 litres. The tailgate opens low and wide for easier loading, and there's a reasonable amount of interior stowage space, too.

There are five models in the new Vitara range, representing three specification levels: GL, GL+ and GLX. There's a 6-speed auto and a 5-speed manual, and you have the choice between a front-wheel-drive and Suzuki's all-wheel-drive, called AllGrip.

What every model has in common is what's under the hood – a 1.6-litre,

4-cylinder petrol unit with variable valve timing and multipoint fuel-injection. It's good for 86 kW at 6 000 r/min and 151 Nm at 4 400 r/min. It's not the most powerful unit around, and we feel that it limits the Vitara to towing a small trailer.

The AllGrip all-wheel-drive option is a four-mode system which senses when additional traction is required, and divides power between the front and rear axles accordingly and includes a hill-descent control.

On the safety side, all five models include ABS with brake assist, plus electronic stability control, seven airbags (including a knee airbag), front seat belts with pre-tensioners and load limiters, and IsoFix child seat tethers. This is sufficient to secure the Vitara a five-star safety rating on the EuroNCAP crash safety tests.

All in all, the new Vitara is a neat, well-priced, compact SUV cum compact crossover. 





The trout dam, about 1.5 acres in size

SOMETHING FISHY

RESORT REVIEW: Glenshee, Machadodorp, Mpumalanga

Words and photos by **Robin Joffe**

Campers are generally into all sorts of outdoor activities, and I'm no different – I enjoy fly fishing for trout and bass whenever the opportunity presents itself. But the prices keep going up, and venues which offer camping and good fishing are few and far between.

An internet search yielded Glenshee near Machadodorp. This town and its surrounds have been a premier fly-fishing destination for years; Glenshee offers only camping and boasts two dams stocked with bass and trout. They also have their own hatchery, so they're not reliant on stock from elsewhere. While the venue can be used by any enthusiast, most of the campsites are permanently occupied by members' caravans.



General view of the permanent caravans



General view of the permanent caravans

Camping prices are very affordable, and a fishing permit for the day costs R100 at the time of writing. This allows you to keep two fish should you so wish, but you can catch and release all day long. The stocking policy is good: they stock 400 trout of about 500 grams in the main lake, along with 10 fish of between 1.8 and 2.9 kilograms, so the chance of landing a trophy fish is good. There are large bass, as well: I saw fish up to an estimated 3 kilograms.

The fishing was excellent. We were there for five nights and I caught regularly every day, on a variety of flies. We abandoned our efforts on one afternoon because there was a howling gale blowing... the wind blew every day, so fishing here will definitely sharpen your wind-casting skills.

Campsites cost R100 per night and an additional R20 per person per night. All campsites have a shade-cloth gazebo so that you can always be parked in the shade, should you so wish. Though most sites are taken up with members' caravans, there are at least a dozen sites free. Both dams are a five-minute walk from the campsites. There's an otter-proof electric fence around the property and this seems to keep all the wildlife out of the area.

ESSENTIAL INFO

There are about 12 shaded stands available.

Stands are mostly grassed.

All stands have a 15-amp power point.

There are taps here and there, all with drinkable water.

The men's ablutions have three toilets, three urinals and showers.

The ladies ablutions have three toilets

and a bath. Both have three washbasins and mirrors.

There are no laundry facilities.

No pets are allowed.

There are no out-of-season or pensioners' special rates.

Full-timers should apply at the office.

Costs are R100 for the stand, and then R20 per person.



Our campsite under the shade gazebo.

Ablutions are clean and well maintained, and there are basins for dishwashing at the ablution block. There is lots of hot water and the usual facilities. The campsites are clean, but maintenance isn't done often so you can expect your waste bin to fill up slowly; and you'll have to clean the braai yourself. There are night-time floodlights, so the area is well lit. A small shop at the check-in office has only some very basic basics so you'll need to come properly equipped.

There are power points at every site and a few taps with drinkable water scattered here and there. While the lighting at night is fairly good, you will need a decent torch to get to the ablutions. Machadodorp is a ten-minute drive away and there are couple of shops where there is a better selection of food and sundries, and where there is a chance of fresh fruit and veg, as well. The village is run down; for more choices, you can backtrack to the Spar

in Belfast. There is a bar with DSTv at the camp so you need not miss the rugby or whatever.

Those who don't fish, should take some good books and catch up on their reading. Birdlife was fairly good with activity throughout the day and if you take a bag of fine wild-bird crush you'll enjoy lots of avian activity at your camper. The campsite has lots of semi-tame domestic bunnies and their antics were fun to watch. We saw antelope from the camp a couple of times so there is some wildlife in the area. The views are fair and you can hike or stroll in a variety of directions, and you can mountain-bike as well.

While the mine is prominent on the hillside opposite, it was noisy on only one night and then only till about 22h00 – it's actually quite pretty at night despite all its floodlights. Glenshee will make a good stopover for those going or coming from the Kruger Park; but, if you're a fly fisherman, it's a real find. ☺

ACTIVITIES IN THE AREA

Bird watching

Float tubing in the dam for fishing

Hiking and mountain biking

FACILITIES

Credit cards

Tackle hire at the shop

Bar & lounge with DSTv

Portable braais available

CONTACT INFORMATION:

The nearest town is Machadodorp.

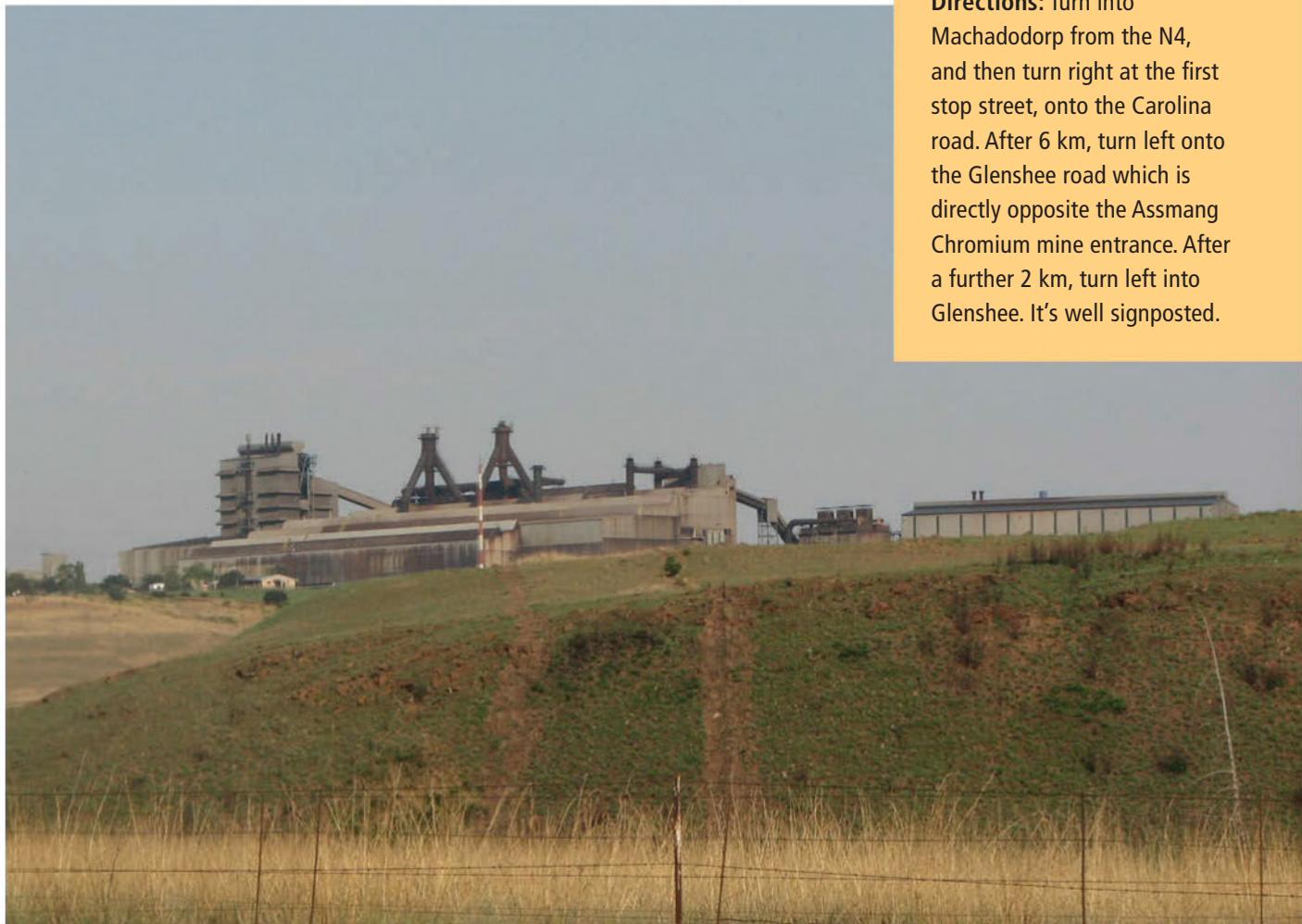
The resort access is good, with about 2 km of good gravel.

[c] 083 784 7712 (Marina)

[e] glenshee.mffc@gmail.com

[w] www.gleneshaa.webs.com

Directions: Turn into Machadodorp from the N4, and then turn right at the first stop street, onto the Carolina road. After 6 km, turn left onto the Glenshee road which is directly opposite the Assmang Chromium mine entrance. After a further 2 km, turn left into Glenshee. It's well signposted.



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BLAST FROM THE PAST



Compiled by **Lara Meter**

BACK ISSUE: MARCH 1964



There is More To

The South Coast

than just Ocean

by Louis Katrin

THERE is at least one peculiarity which the French Riviera has in common with the Natal South Coast. On the outskirts of holidaymakers who only visit these scintillating playgrounds, very few ever venture inland, away from the beaches, to explore the rare rural beauty and the historic or artistic treasures of the villages and towns.

Caravanners, who are more adventurous, should not miss the many exotic delights awaiting them in the intermediate or frontier hinterland of the 100-mile-long Lower and Upper South Coasts of Natal.



Known throughout the world — MORPHY-RICHARDS Fridge

Although, at the time of writing, Durban is not too well endowed with caravan parks and is doing some hard thinking on this issue, the rest of the Natal coastline has an abundance of parks and sites, many of them with univalled amenities.

So, with the certainty of adequate accommodation, the caravanner should dispense with qualms about unthanking his mobile home during the day and, leaving the crowded beaches, explore the intriguing network of winding billy lanes among the lush sugar cane and the African reserves.

Just a few miles from the South

Coast National road, now being rapidly converted into a double highway, you are in a different world. Natal is always green, however withered other parts of the country may be in times of drought, and its South Coast roadsides are always a pageantry of floral colour.

Downs and Inwards...

Don't stop on the gas, and you will enjoy, in their seasons, the frosty showers of crimson and every auburn, the delicate oleander in pink and yellow and cream, the red flamboyant like ripe fruit on the bough, wild magnolia on the banksides, and the flaming aloe candleabra.

Near the shores the wild banana grows in splendid dark profusion. And above the shores, among the gentle swelling hills where Chaka, the Zulu Atilla, spread terror nearly a century and a half ago, banana as well as pineapple, granadilla, mango, avocado and other tropical fruits are cultivated.

Many of the fruit farms are cultivated by Indians, and the brilliant satis and striped solars or pantaloons of the Indian women and girls add the final bizarre brushstroke to the life of the open road. Sometimes you may happen on a Hindu religious procession, with gaily painted carts, coloured effigies from the Hindu pantheon, and strange percussion and wind music.

This picture was taken near Port St. John. — *Photo: S. A. Caravan*

Caravan, March 1964

Suppose we take a potted tour southwards and inwards from Durban.

Durban's beaches need no advertisement here. But what ought to be noticed about are its picturesque enterprises. Its orchid house in the Botanical Gardens, for example, with 86,000 worth of magnificent cattleyas and other blooms set amid a landscaped glass-roofed conservatory of green and rockery, is one of the loveliest man-shaped things in South Africa.

The lesser known...

The Old House Museum in St. Andrews' Street is a delightful little museum checklist of exquisite hand craftsmanship of other centuries in Natal. The original Old House was built in 1849, when elephant still roamed Durban's now crowded Berea.

A living museum of Kalashnikov colours is the Indian or Squatters fruit market in Warwick Road, crowded with people of all races. Friday and Saturday early mornings are the best times to see and colour-photograph this remarkable open-air market.

The Durban "July" is famous, but there is another July event, on the Sunday nearest the 25th, which deserves equal fame. This is the Shembe Festival, a fascinating spectacle of rhythmic dancing as many as 2000 Zulus who gather at the village of Ekuphakumeni, "the place of spiritual uplift", 18 miles from Durban.

The dancers divide into age groups, from young girls to grandmothers, and from youth to adults. They belong to the Christian sect of Nazarenes, and they dance in homage to their founder, Isaac Shembe. A smaller setepiaseorean festival is held also in January.

Another spectacle, though more macabre, is the Indian fire-walking ceremony in which trance-dressed and vermilion-painted Indians of both sexes, bearing urns of flowers on their heads, and with pins stuck into their flesh, run across a pulsated square of blazing embers. This ceremony, accompanied by drama and symbols, takes place in the courtyard of a Hindu temple in the autumn months and attracts many Europeans.

A three-tiered aquarium with the world's biggest tank, in which divers go down daily to feed the thousand

Caravan, March 1964



Native tribal life can be seen quite close to Durban.

star-faced fish, an historic Old Fort

which houses the biggest collection of military relics in South Africa and an unequalled African library in a stately Berea house, an art gallery which boasts pictures by Umlilo, Core and Claassen; and its gardens in which monkeys gambol are among the most alluring of the gay Barnauland metropolis.

Toti

When Chaka was on one of his marauding raids to the north he brought a plough and a spade, recently made from Durban, and maidens brought him water from a stream. "Kanya umntu entoti," exclaimed the despot, and the place was henceforth called Amazintoti, now colloquially shortened to Toti.

Lately Toti has mushroomed into a town of holiday flats beside the sea, but away from the beaches are a pleasant little zoo, tea gardens, a 20-acre sanctuary for aquatic birds and peacocks, and a river made for leisure boating. Further inland, in the interior, is the well-known 18-century old Adams Mission College, now the Amazintoti Zulu Training College and under Government control.

MORPHY-RICHARDS refrigerators "KEEP IT REAL COOL."

From Toti onwards is a beaded string of small seaside towns with curious etymology: Doodmied, named after "Lorna Doone" by a Devon man; Wickleypoor, where a store was once set up by a stream; Karridene, after Katie Davis, mining magnate; Umkomaas, "the white water", Southwicks, named after Governor John Scott, and still indicating in its green-veined spacious streets, the good taste of its early planners; Port St. John, supposed to have been called by a Cockney visitor whose pride was ruined by rain. (But maybe that's apocryphal.)

Umkomaas

Umkomaas, when you leave its beachside holidayland, has a curiously Bahama look. This is because the area is the seat of SANCCOR (S.A. Industrial Cellulose Corporation), whose rayon-pulp factory, consuming several hundred tons of saligna gums every day, is the joint enterprise of Indian and British firms and the South African Government.

To conduct it, 250 Indian artisans and key men were sent from the Mediterranean to the South Coast. They have set up a sparse residential suburb with Italian-sounding street names, and

In this month's back issue from March 1964, we take a look at the beauty of the Natal south coast and the Monte Carlo Rally, with a bit of a twist.

The south coast of Natal is known for its wonderful beaches and warm seas which bring people to its shores every summer holiday. But even when looking back to 1964, one must acknowledge that the Natal South Coast was (and is) more than just beaches and an ocean. In 1964, there was an annual hibiscus festival held every May to coincide with the blossoming of the hibiscus trees. A magnificent sight indeed!

KwaZulu-Natal has many different festivals, especially during the summer months. The Durban July is quite the spectacle every year; but, in 1964, one could also go and see another July festival. This was the Shembe festival held on July 25th in the village of Ekuphakumeni, where almost 2 000 Zulus gathered for a night of rhythmic tribal dancing to honour the 'place of spiritual uplift'.

On a more automotive note, the Monte Carlo Rally (or Rallye Monte Carlo) is a rallying event organised every year by the Automobile Club de Monaco, which also organises the Formula One Monaco Grand Prix. The rally takes place along the French Riviera in the Principality of Monaco and south east France. In this month's back issue, we look to a time when Martin Lumby (editor of British magazine *The Caravan*, Ted Cleghorn (rally driver) and Tony Ellis (Sprite Caravan representative) attempted this treacherous rally in a Ford Zephyr 4 towing a Sprite Alpine caravan.

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Caravan, March 1964



Monte Carlo Rally in a Caravan

now under way is the building of a road from the Lower South Coast to link up with the Free State and the Cape via the inland port of Hardings. An "appetiser" for this scheme is the present black-topping of the panoramic route from Umzinto, an attractive sugar cane centre five miles inland from Park Ryneveld further west to the wide plains of Highveld.

Ideal for caravans

These new roads will open up some grand and historic countryside to caravanners, who will be able to see the vast cultivated pastures first made fertile by the 1850 Settlers who arrived in Natal under the Byrne Emigration Scheme.

In this area is Ixopo, whose name is said to be derived from the sound of oxen squeezing in mud but is really taken from the native name for a marsh. Ixopo, which has a most beautiful nearby hillside display of wild flaming flowers, lies about eight miles from the 264-foot-high Quao Falls, reached by path through a luxuriant forest spangled with tree orchids and other flowerings.

Another heart-lifting ride from Ixopo is to Richmond through the Umkomaas Valley. Each rounding of a corner will leap on you with a new surprise of canyon, river or rolling parkland. Three miles south of Ixopo, at Carisbrooke Hall, much of "Cry the Beloved Country" was filmed. 15 miles from Ixopo, opposite the railway station at Komatini, are the Umthwazi Falls, and 27 miles away is the magnificent pass of Hela Hela.

The present gravel roads that take you to these beauty spots are steep but in good condition. There is room for a dozen caravans at Willow and Bridge Motel in Ixopo.

For information about inland South Africa, you could write to the Durban Publicity Association, c/o Church and West Streets (about the higher reaches), or to the Hibiscus Coast Publicity Department, P.O. Box 25, Margate (about the lower reaches).

Caravan park and site rates in Natal vary widely, from 60 cents to R1 and more a day, and from R4 to R8 a week.

To meet the immensely increasing demand, both local authorities and private enterprise are expanding and

Caravan, March 1964



The route of the Monte Carlo Rally is tough enough for the world's most experienced car driver, but completing it with a caravan in tow must be an even finer achievement.

This is what happened in Europe in January when a team of three covered the common route of 705 miles from Rheims to Monte Carlo driving a Ford Zephyr 4 (1,103 c.c.) and towing a 12 ft. four-birth Sprite Alpine caravan.

The team consisted of Martin Lumby, editor of the British magazine *The Caravan*, rally driver Ted Cleghorn and Sprite representative Tony Ellis.

Leaving Rheims five minutes after

replanning their parks on an impressive scale.

Amazzone, for instance, will have one of the foremost riverside luxury parks in the country ready at the end of the year. Accommodating 150 caravans in its 28 acres, the park will have swimming pools for children and swimming pools for children and

23

grows-ups, a landing pier for caravanners wanting to boat or fish on the river, and a footbridge leading to a pretty tea garden.

Of considerable interest is the news

that the Natal Regional Planning Com-

mission is asking the Bureau of Standards to consider drafting standard

regulations for caravan parks with the

co-operation of local, provincial and

national authorities, caravan manufac-

turers and motor touring clubs.

MORPHY-RICHARDS refrigerators "KEEP IT REAL COOL"

Caravan, March 1964

Eastern Cape



A TANK FULL OF TOTAL
A CAR FULL OF CONFIDENCE

Caravan, March 1964



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Caravan, March 1964

This rally road is 1 135 km long, rising to about 1.2 km above sea level, and has 80 km of narrow, loose-surface roads with hairpin bends. The caravan team left the starting point five minutes after the last official rally race car and completed the whole journey in 26 hours and four minutes, which is astonishing if one takes the nature of the course into account.

Total Petroleum has always been a big brand when it comes to petrol stations. In this month's back issue, there is an advertisement showing a map of Total garages in the southeastern part of South Africa. Along with this map is the slogan, "A tank full of Total, a car full of confidence", which appealed to the 1964 target market. The current slogan for Total is "Committed to better energy" which appeals to today's more energy-conscious society.



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MOTORHOMES

2010 Fiat turbo diesel Auto Roller One. 59 224 km. 5-berth. Includes permanent bed above cab, bathroom with shower, fridge, reversing camera and gas heater. R490 000. Contact Phillip 082 535 0112 (JHB, Gauteng)

2005 Avalon 5-berth motorhome. 121 000 km. In great condition. R325 000. Contact Wayne 082 522 2024 (White River, Mpumalanga)

CARAVANS & TRAILERS

2013 Jurgens Exclusive. In excellent condition, new spec with magnesium wheels. Includes air conditioner, full tent and Howling Moon awning. R260 000 negotiable. Contact Johan 082 575 1961 (Secunda, Mpumalanga)

1994 Sprite Super Sport. In excellent condition. Includes large tent. R45 000. Contact Charmaine 083 415 6852 (Alberton, Gauteng)

2005 Jurgens Penta. In excellent condition. Includes lots of extras. R135 000 negotiable. Contact Gert 012 997 4192 or 083 432 0614 (Gauteng)

2007 Sprite Splash. Good condition. In perfect condition. R80 000. Contact R J Boot 082 565 7863 (Modimolle, Limpopo)

2008 Gypsey Rascal. In excellent condition, parked in a garage under a full cover. Still on original tyres, about 80% tread. Includes all tents, fabric specs and spare wheel. R85 000. Pieter 082 560 3235 (Mosselbay)

2008 Gypsey Rascal. In immaculate condition, stored in a garage. Includes large fridge, microwave, crockery, full tent, rally and sides, groundsheet and spare wheel. R99 000. Contact Fred 083 381 8845 (Cradock, Eastern Cape)

2013 Jurgens Explorer. In excellent condition, stored in a garage. Includes full wallset, add-a-room and aircon. R235 000. Contact Martin 082 553 1184 (Pretoria, Gauteng)

2013 Skipper Model T caravan/ tent trailer. Excellent condition. Includes all accessories from manufacturer. R55 000. Contact John 083 239 2293 (North West)

2014 Sprite Swing. In immaculate condition. Comes fully equipped. Contact Koos Barnard 076 678 7818 (Hermanus, Western Cape)

MISCELLANEOUS

A-frame canvas tent (2.7 x 2.7 m) with built-in ground sheet. Olive green canvas cover (4.7m long) giving a 2.7 x 2m veranda area, at tent entrance. Very good condition. R3 000. Contact Sean 082 777 1402 (Kloof, KZN)

Add-a-room for Gypsey 2008 model. Brand new. R2 000, or swap for grey or navy Jurgens add-a-room. Contact Toreasa 082 822 7585 (Witbank, Mpumalanga)

Two waterski discs. In excellent condition, never used. R800. Contact Gert 012 997 4192 or 083 432 0614 (Gauteng)

PRIVATE PLEASE!

Free text ads, and paid-for picture ads in this section, are reserved for private persons selling caravans, motorhomes, trailers, vehicles, camping equipment or any other related items. Advertisements from small businesses or dealers are not permitted.

Towbar for Toyota Tazz. R650.

Contact Doug 083 702 6337
(KZN North Coast)

**Rally top/canopy like new, with
adjustable aluminium poles/pegs.**

Grey with blue trim, with connection to
caravan. 4 900 mm pole to pole with
4 300 mm universal fit. R1 200.

Contact Theo 082 821 3377
(Meyerton, Gauteng)

WANTED**Tent sides (Brown) for a Jurgens.**

Tent sides (Brown) for a Jurgens.
Contact Manie 083 235 7404
(Pretoria, Gauteng)

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The vast majority of readers using this free service report success in selling/buying items, but occasionally, scams or attempted scams do arise. As there is no way for us to verify each and every advertisement placed here, the responsibility rests with you to be vigilant. Please let us know if you see something suspicious. The best way to avoid such problems is to see the items and make/receive payment, face-to-face with the buyer/seller. Be wary of sending your items before receiving the money, and conversely, be careful of making payment before seeing/acquiring the items. And, bear in mind that payment services like Money Gram, Bidpay and Western Union have been favoured by fraudsters in the past. Above all, use your common sense; if it sounds too good to be true, it probably is! Caravan Publications, its staff, and its agents cannot be held liable nor accept responsibility for any loss, damage or inconvenience that may arise as a result of using this service.

KIDS' CORNER



Compiled by Lara Meter

MOTHER NATURE'S FACT FILE - ANIMALS OF AUSTRALIA

KOALA

The Koala, sometimes known as the koala bear, is a herbivorous marsupial native to Australia. Its closest living relatives are the wombats, also native to Australia. The koala is found in the coastal areas of the mainland's eastern and southern regions. It is easily recognised by its stout, tailless body and large head with round, fluffy ears and a large, spoon-shaped nose. It comes in colours ranging from silver-grey to chocolate brown.

Why is a koala's fingerprint interesting?



PLATYPUS

Also known as the duck-billed platypus, this is an egg-laying mammal which lives half in water, half on land. This animal is endemic to Eastern Australia. The male platypus is venomous. He has sharp stingers on the heels of his rear feet and can use them to deliver a strong toxic blow to any enemy. Platypuses hunt whilst under water, where they swim gracefully by paddling with their front webbed feet, and steer with their back feet and tail. Folds of skin cover their eyes and ears to prevent water from entering, and the nostrils close with a watertight seal.

For how long can a platypus remain under water?

DINGO

The dingo is a free-ranging wild dog found mainly in Australia. It is believed that these wild dogs descended from semi-domesticated dogs from Asia, which returned to their wild lifestyle when introduced to Australia. This makes them look like a cross between a dog and a wolf. They are most definitely not man's tame best friend.

When did dingoes arrive in Australia?



KANGAROO

This animal is a marsupial from the family Macropodidae – meaning “large foot”. Kangaroos are native to Australia. They can be identified by their muscular tails, strong back legs (great for jumping), large feet, short fur and long, pointed ears. These mammals have pouches that contain mammary glands, where their young live until they are old enough to emerge. The Australian government estimates that 34.3 million kangaroos lived within the commercial harvest areas of Australia in 2011, an increase from the 25.1 million of one year earlier.

Can kangaroos walk backwards?

ANSWERS: You'll find the answers to these questions on page 70.



COLOUR MY CAMP SITE

Calling all artists! We all know that camping is never dull or black and white. Bring this campsite to life by adding some colour... and your artistic touch! (Maybe ask your mom or dad to Photostat this image so that you can colour it in more easily).

JUNIOR CARAVANNERS' CLUB



Welcome to the Junior Caravanners' Club, Azola Mafenuka; we're glad to have you on board. Azola is seen here with his cousin, Onke Quku. They enjoy camping with their grandmother and so far have visited Langebaan, Saldanha and Slanghoek. The best parts of camping for them are breakfast and making marshmallow smores! Azola wins a Bestway Hydro Force Inflatable Raft from Seagull Industries

To put yourself in line to win this, or another prize, get your mom or dad to email a photo of you on your latest camping, caravanning or motorhome holiday to submissions@caravansa.co.za, and tell us a little something about where you were and what you did. Include your name, your age and your mom or dad's contact details, including an email address. Caravan & Outdoor Life's Junior Caravanners' Club is open to boys and girls 13 years old or younger.



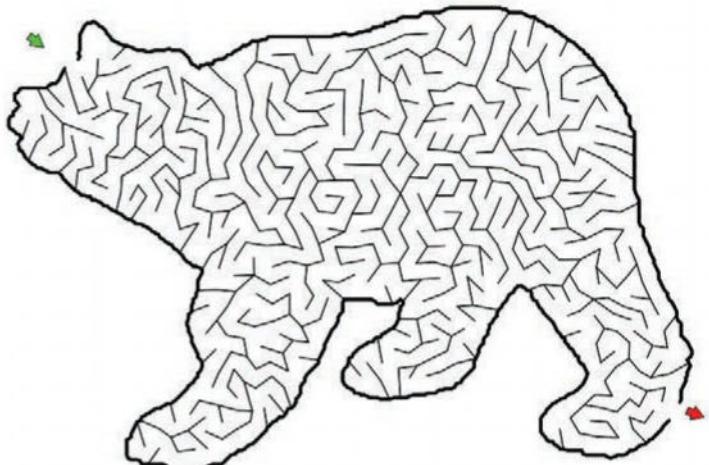
This prize is proudly sponsored by Seagull Industries. For more information on a wide range of camping gear, contact them on 021 577 1401, or at alexi@seagullindustries.co.za

REBUS PUZZLES

A rebus is picture representation of a name, word, or phrase. Each rebus puzzle box portrays a common word or phrase. Can you guess what these two are?

ARREST
YOU'RE

TRY STAND
2

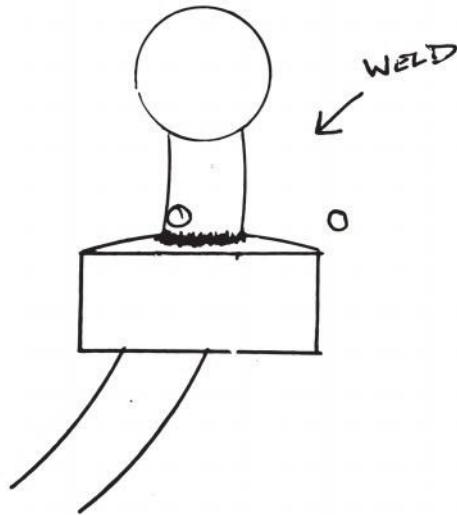


A-MAZE-ING

Can you find your way out of the woods? Help out your fellow campers by leading them to safety. Remember, once you enter the maze, there's only one way out!

ANSWERS: You'll find the answers to this maze on page 70.

CARAVAN CLINIC



GOOSENECK MOD

While sitting in the traffic, I noticed that the car next to me had a gooseneck towball which had been modified by having a bracket welded to it to accept either an anti-sway device or another towball lower down.

It had been neatly done: the bracket had been slipped over the top of the towball, lowered down the neck and welded on right around the shaft of the gooseneck. Regrettably, I could not get a picture as the traffic moved and I never saw the vehicle again, hence my drawing. What do you think – good idea?

Richard Jarvis

Godfrey Castle: Probably a bad idea, but I'm open to correction. A gooseneck towball is made from hardened steel, and it has to be, in order to endure the high forces encountered during acceleration and braking. Welding can change the metallurgy; it can weaken the metal or make it more brittle, and on a component such as this where one stands to lose the caravan should the towball snap, I'd rather make sure my caravan is properly packed and forgo a stabiliser.

PRESSURE WASHING

We'd had a fantastic holiday down on the East Coast and when we got back home, I took my car to the carwash. Surprise, surprise... holding up the queue was a caravan being subjected to a high-pressure wash gun.

I spoke to the owner, but he shrugged his shoulders and said that he changed his caravan every four years, '...so who cares?!' It just goes to show – when buying a used caravan, you never know whether it has been treated as if it was just a disposable thing!

Piet Snyman

Godfrey Castle: Thanks for telling us about this. Let me take the opportunity to explain why a caravan should never be washed with a high-pressure hose. Water concentrated in a high pressure and aimed at seams, corners, windows and rubbers will more than likely lead to a leak, and once the wooden frame in the walls gets wet, the dampness cannot escape. It creates humidity and the wood eventually rots, so you run the risk of facing a hefty repair bill in time to come. High-pressure water can also remove the decals. So, having your caravan high-pressure washed should be avoided at all cost.

WHY ONLY DOUBLE BEDS?

We have reached the conclusion that a double bed inside a caravan is a crazy idea. We have tried so-called island beds, side beds and diagonal beds. There's simply not enough space in the length or width to give a couple a good night's sleep. Besides, two bodies sleeping so close together builds up excessive body heat – hello, night sweats! Why doesn't someone produce a caravan with two single, good sized bunks?

Peter Gordon



WIN WITH CARAVAN CLINIC!

Congratulations to **Richard Jarvis**, whose winning letter wins him a pair of Fiamma Wheel Savers. These devices are designed to prevent the deformation of caravan tyres during long periods of storage. The Wheel Savers should be used only on uniform, reinforced and level surfaces.



STORM STRAP

We decided to beat the school holidays and headed for the coast in early December. Sjoe, when the wind blows in Gordon's Bay, it's so bad that you need to tie your car down! As for the caravan... we had poles flying through the air, chairs and tables disappearing, and the canvas flapping like a mad thing. We lost most of our pegs, even though we took turns looking for them in the long grass with a metal detector!

I bought a strap that goes over the tent but it started to rub through the roof of the canvas where the poles are. A good idea that works, but it creates other problems. Anyone with suggestions for securing the tent for next year?

I must tell you, we bought one of those metal detectors you wrote about – and what fun it is. We have put together an interesting box of earrings, coins, keys, ring-pulls and buckles. Near sunset every night, we scanned the beach for the elusive diamond ring! Next year we are taking our holiday after the schools go back and people have had more time to lose more things...

George and Esme Du Toit

Godfrey Castle: When our correspondent, Richard van Ryneveld, found that diamond engagement ring during his test of the detector, I tried suggesting that as it was on company time, and was not his detector, then strictly speaking it belonged to the magazine... He, in turn, said that he had already given it to the lady in his life, and that once you've given it, you can't ask for it back!

As for your experience with the storm strap – maybe it's better to place a strap around the corners of the tent poles in such a way that the strap cannot move away from the corner, and then to secure the other end

with a special, big peg. By keeping the pole attached to mother earth, the tent will be restricted and held firm.

You will find these pegs at caravan dealers; some have a spring attached, which is a good idea as it softens the jerk caused by the wind buffeting. But, when you know you are going to experience a lot of wind, you never park your caravan with the tent side facing into the wind.

Rather decide on one of the following options: Front of the caravan into the wind and along with it the side of the tent; or side of the caravan into the wind; and in both cases park your vehicle in such a way that it acts as the first windbreak to caravan and tent. Full wind on the side of a caravan can be equally disturbing.



HOME CARAVAN SERVICE ROCKS!

Life was just too hectic to take the caravan in for a service before going on holiday. It would have meant unpacking the caravan and then taking two half-days off work – one to get the caravan to the dealer, and the other to collect it again. This is why we decided to use a caravan service that came to us.

What a pleasure! The price was about the same and I was very impressed with the workmanship and cleanliness with which they did things; obviously, this happening in my driveway rather than in some cluttered workshop left us with a good feeling. They also pointed out that the tyres were past their five-year life stage.

Norman Tyler

TIP - PORTABLE SHOWER

Pick up a pump sprayer from the gardening section of your local home-goods store or nursery. It's a cheap way to rinse dishes, hands, or even take a quick rinse-off shower! You can usually hang it on a nearby tree, and the pressure should be plenty to keep you and your wares clean.

Don't use the old pump sprayer hiding in your shed, as chemical residue can build up over time, and you don't want to be cleaning off in that!

Howard Langley

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MAKING YOUR OWN STONE CATCHER

I refer to the letter headed 'Stone chip damage', by Bob van Rensburg, in your issue of November 2015. He asks for some advice on preventing this in future. I faced a similar problem recently when we went on an extended tour that included more than 1 000 km of gravel roads.

At the time, we were driving a Daihatsu Terios and towing an Eagle glass-fibre trailer. The stones would have demolished the trailer. I then invented, and made, a simple and cheap device to attach to the back of the car.

All you need is a piece of 40 mm square tubing, in a length equal to the width of your vehicle's back wheels. You fit this tubing to your tow-bar and add two rubber mats to the tubing. (The rubber mats used in a car, which are flexible and not easily damaged.) Use the spare holes in the towbar to attach the tubing by way of flat bar brackets. With a bit

of innovation, this can be done to any vehicle. The gooseneck tow bars may need some extra adjustment for a proper fit.

To be practical, I travelled on the tar roads with only the tubing in place, and when I got to the gravel roads, I quickly fitted the rubber mats with a piece of flat bar to strengthen the hold, and tightened it with bolts and wing nuts. When fitted, the mats must touch the ground. As soon as you start driving, the wind lifts the mats off the ground.

No stone can get past the mats. At the end of my tour, the front side of the tubing was 'sandblasted' clean of all paint, but there was not a single chip on the trailer. The serious 4x4 travellers have a similar device, but it is heavy, made for robust vehicles, and rather expensive.

Theo Kleinhans

TIP

In response to your request for 'Great Camping Tips', here's an idea! Rather than throw away your old 12V cordless drill once the batteries die, rather cut the battery-holder off, then solder a twin core electric cord onto the exposed connections (making sure you get the polarity correct) and a car cigarette-lighter connection at the other end.

I closed up the cut end of the drill handle with a shaped wooden plug, glued into place, and now I have a useful electric drill I can run off my car battery or off the 12V recreational battery in a camper/caravan/trailer. The drill is useful for drilling in tent pegs and doing the odd repair jobs when out in the BUSH!

Howard Langley



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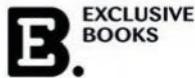


The Great Outdoors Guide, SA's best-selling caravanning, camping and resort destination magazine is now on sale. It features over 1 400 resorts, spread throughout SA and its six neighbouring countries - Namibia, Botswana, Mozambique, Zimbabwe, Swaziland and Lesotho. 104 premier resorts are listed with maps, GPS points, contact numbers and website details – these listings detail nearby attractions, and all the facilities and activities on offer.

Also included in the Great Outdoors Guide is a catalogue of must-have camping gear, and a selection of top camping recipes guaranteed to tantalise the tastebuds. The introduction offers general advice on the essentials of camping, caravanning and 4x4ing through our beautiful continent, outlining what you need to know before you tow, or which off-road track to follow. Plus,

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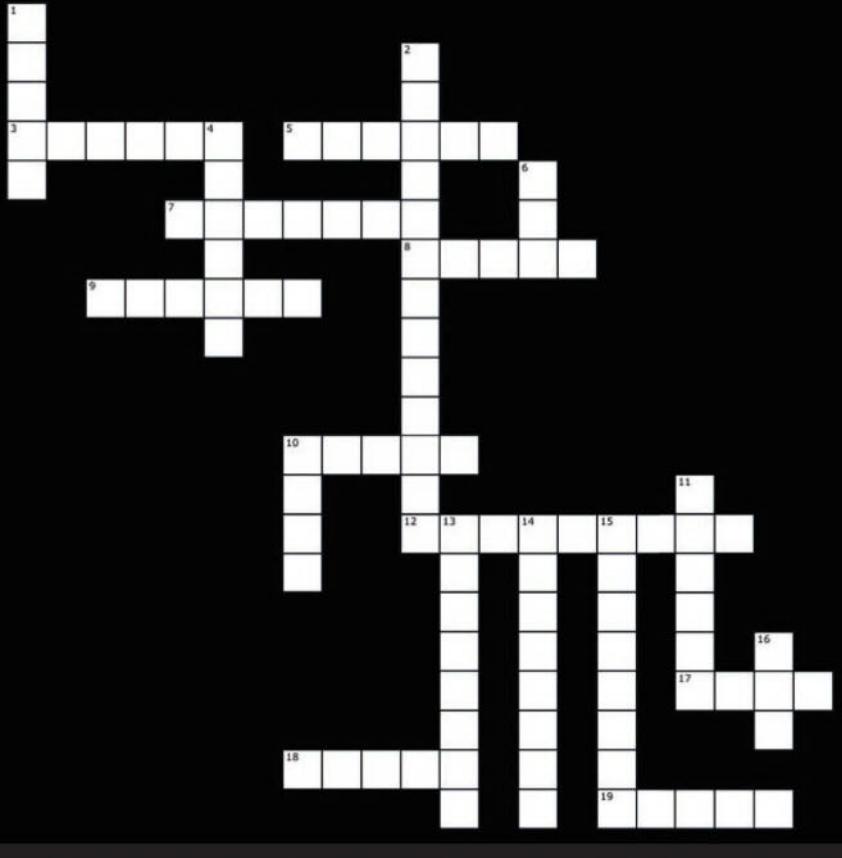
PUZZLES



Brain-teaser fun to help pass the time on the road, or to enjoy while relaxing at your campsite.

Compiled by **Lara Meter**

CROSSWORD



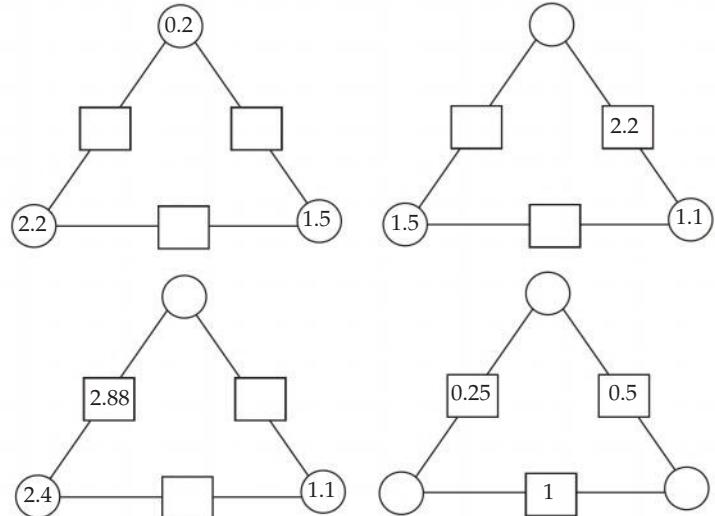
SCRAMBLED PLACES

Unscramble the words to reveal places around the world

ORKOA
AIBZWEBM
BNEANALGA
UALAULNWZTAK
TKVGOENADAOLA
AADGRMSAC
ATREESNPCEA
ERNLABCAO
SKLOBNAOVAIFA
BDURNNA
QTRAA
EOTYLSNWLEO
PHCTELLEISNLM

TRIANGLE MAGIC!

For each triangle multiply the number in the circles and write the answer in the rectangle between them! Fill in the blanks



U	L	B	G	S	M	L	S	E	L	E	C	T	R	I	C	I	T	Y	J
X	V	Z	C	Q	Q	B	N	D	M	X	T	O	U	T	D	O	O	R	S
O	R	R	N	O	T	K	X	V	S	W	D	A	M	K	G	J	C	K	D
V	Z	O	B	N	F	J	H	R	F	R	E	S	H	W	A	T	E	R	H
T	G	V	A	G	D	Z	O	W	G	T	K	S	E	S	A	U	O	E	Z
O	W	G	S	O	Q	J	I	N	S	U	N	S	E	T	S	J	G	J	V
I	J	W	S	G	A	M	I	D	L	A	N	D	S	A	I	E	B	P	A
O	X	I	C	O	N	V	O	Y	V	J	D	I	A	N	T	L	Q	G	C
N	S	Q	V	E	I	C	L	N	F	V	R	F	W	O	E	V	L	F	A
Q	W	L	A	O	W	Y	S	V	S	O	E	Z	P	R	C	S	T	M	N
C	G	P	Y	R	R	H	V	N	S	E	L	H	B	A	T	U	W	N	C
N	W	S	T	L	Q	Y	S	G	X	A	O	L	I	K	S	N	I	R	Y
A	R	O	G	J	Z	K	C	M	V	L	Q	Y	O	C	E	E	S	J	D
E	G	Y	C	D	F	I	W	O	A	I	C	G	W	W	L	Q	T	C	T
V	I	O	J	Y	T	D	M	A	A	T	N	A	P	U	E	E	E	J	V
C	K	N	O	W	L	E	D	G	E	S	C	T	R	B	F	R	R	T	O
H	G	P	C	Q	B	L	P	I	J	E	T	H	A	A	K	R	P	H	F
P	C	B	O	G	K	F	Q	E	Q	E	T	H	B	G	V	C	H	Q	M
H	J	W	D	T	S	N	Y	I	L	U	I	P	X	O	E	A	F	C	P
N	Y	E	F	I	X	B	I	C	Y	C	L	E	A	Z	X	X	N	Z	X

WORD SEARCH

Can you find 20 words from the list below

Electricity
Outdoors
Dam
Freshwater
Sunset
Bass
Midlands
Convoy
Site
Vacancy
Anorak
Vehicle
Twister
Follower
Ivorycoast
Knowledge
Matchbox
Vintage
Caravan
Bicycle

EASY SUDOKU

		3				2			
1		4						5	
7	9			1	3				
			9			4			
				6			9		
				2	8	3			
5	3	7	8						
6				7					
2			9		1	6			

HARD SUDOKU

6	7			9		4			
3		8		5	7			9	
				6	8	7			
			9			6			
2						1	3		
	6			2					
9			2						
5			4	3			7		
		6			9	5			

Find the answers on page 82 of this issue.



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Voetplaat Park	Anerley	039 681 3325	Umlalazi Nature Reserve, Inkwazi W	Mtunzini	033 845 1000
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Ilanga Caravan Park	Banana Beach	039 681 3280	Mittenwald Caravan Park	Munster	039 319 1180
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Hlalanathi Berg Resort	Bergville	036 438 6308	Ovaflo Resort	Pietermaritzberg	083 495 9248
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Royal Natal National Park, Rugged Glen W	Bergville	033 845 1000	Leisure View Holiday Resort	Port Edward	039 319 2367
Bluff Eco Park	Bluff	031 467 8865	Old Pont Holiday Resort	Port Edward	039 311 2211
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Chelmsford Nature Reserve Sandford W	Dundee	033 845 1000	Riverbend Chalets & Campsite	Umtentweni	039 695 1065
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The Blue Pig Farm Lodge	Dundee	076 176 0802	Shelly Caravan Park	Shelly Beach	039 685 0764
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Paradise Holiday Resort	Margate	039 313 0655	ATKV Natalia	Winterton	031 916 2212
Pumlanli Caravan Park	Margate	039 312 0482	Cathedral Peak, Didima W	Winterton	033 845 1000
Mabibi Campsite W	Mbaswana	033 845 1000	Injisuthi Campsite W	Winterton	033 845 1000
Imfulazane Caravan Park	Melmoth	035 450 3078	Monks Cowl Resort W	Winterton	033 845 1000
Mkuze Game Reserve W	Mkuze	033 845 1000	Mountain Splendour Caravan Park	Winterton	036 468 1172

TO ADVERTISE Please contact your area specialist, Brian Jefferies, on [T] 031 266 2550 [C] 082 772 5555 [E] brian@caravansa.co.za





Rondeberg Resort
Clanwilliam

Chalets

- Fully air-conditioned
- Camping Stands
- Private and General
- All with electrical points
- Stone Cottages

Tel 027 482 1487
S32° 00' 01" | E18° 46' 37"

info@rondebergresort.co.za
www.rondebergresort.co.za

CANGO MOUNTAIN RESORT Oudtshoorn

3-Star caravan park, 21 chalets, shady trees and braai areas. Swimming pools, mini golf, playparks. Hall. Close to Cango Caves, Waterfall and Ostrich Farm, etc.
[T] 044 272 4506 [F] 086 690 4367 [W] www.cangomountain.caravanparks.co.za

DWARSWEGSTRAND ★★ Groot-Brakrivier

5km vanaf Groot-Brakrivier, 25km van George asook Mosselbaai. Ten volle toegeruste 8-slaapplek huisie (sommige met motorhuisie) reg voor op die see, 2-slaapkamerwoonstelle – stapafstand van die see, 34 staanplek woonwapark met krag-, waterpunte en braaigeriewe – sommige staanplekke reg voor op die see, 24-uur sekuriteit by ingang. Spesiale tariewe vir SAOU lede en pensioenaris. [T] 044 879 1010 | oordbesprekings. [E] dwarswegstrand@axxess.co.za
S34.0506° 022.2738°

FYNBOS GUEST FARM Tulbagh / Wolseley

Off the R46 Ceres to Tulbagh and 2km from Wolseley. Relax and enjoy a little slice of our 'paradise' on a working farm just 75 min from Cape Town. Peace and tranquility with panoramic mountain and valley views along with star-filled night skies. Close to golf course, bowls, olive farms and wine estates, historic Tulbagh, restaurants and cherry picking. Small pets by arrangement, children welcome! Lovely farm walks. Caravan / camping sites: 9 sites, very private from one another with shade, electrical points and a lovely braai area. Communal lapa and two small splash pools. Very good ablution facilities. Water can be collected from nearby ablution block. Self-catering cottages: each of the three cottages has a lovely braai area and a fireplace for cold evenings. Well-equipped kitchen with all the necessary appliances. Bed linen, towels and a 'welcome pack' of tea, coffee and sugar supplied. The largest cottage sleeps four persons. We look forward to your visit! [C] 072 223 4674 [F] 086 535 3812
[E] peter@fynbosguestfarm.co.za [W] www.fynbosguestfarm.co.za.

GATSRIVIER GUEST FARM Ceres – Karoo

Here is a break-away opportunity where your only companions will be peace, tranquility, the breeze in the trees and the twitter of birds. Campsites, self-catering chalets, 4x4 routes, walking, cycling, bird watching, star gazing & rock climbing. [E] info@gatsrivier.co.za [W] www.gatsrivier.co.za

KLEINPLAAS Oudtshoorn

On main road to Cango Caves. All chalets are fully-furnished and equipped, including colour TV and under-roof parking. Caravan park has well-shaded and lawned stands with power points. Swimming pool and laundromat. No pets allowed. PO Box 24, Oudtshoorn, 6620. [T] 044 272 5811 [F] 044 279 2019
[E] kleinpls@mweb.co.za [W] www.oudtshoorn.co.za/kleinplaas

MONTAGU CARAVAN PARK ★★ Montagu

Privately owned park. Grassed sites & power points. Pet-friendly (with prior arrangement). We offer a variety of self-catering accommodation – from wooden huts to chalets. Big dam for fishing, boating & bird watching. The Resort offers indoor heated pools and outdoor cold pools as well as a recreational area for kids. [T] 023 614 3034 [C] 082 920 7863 [W] www.montagucaravanpark.co.za
[E] montagucp@gmail.com [FB] Montaguresortcaravanpark

OU SKIP CARAVAN PARK AND CHALETS ★★ Melkbosstrand, Cape Town
Only 26 km from Cape Town and within easy reach of the West Coast and wine routes. 206 sites all with electricity set in 20 hectares of parkland, right opposite the Atlantic Ocean. Five ablution blocks, laundries, shop in season and LP gas station. Super half-Olympic-sized pool plus kiddies pool and huge entertainment hall for dances and functions, conference centre. Close-of-season discount to club members. PO Box 13, Melkbosstrand 7437. [T] 021 553 2058 [F] 021 553 3611 [E] ouskip@intekom.co.za [W] www.ouskip.co.za

PLETTENBERG, A FOREVER RESORT Plettenberg Bay

Positioned next to a calm section of the Keurbooms River, Plettenberg, A Forever Resort is ideally situated for guests to enjoy boating, canoeing and fishing. Wonderful attractions on the stunning Garden Route are also on your doorstep, with destinations like Knysna, Tsitsikamma, golf courses and beautiful beaches just a short drive away. [T] 044 535 9309 [F] 044 535 9912 [E] plett@foreversa.co.za [W] www.foreversa.co.za

WOODBOURNE RESORT Knysna

Situated near the Knysna Heads, Woodbourne has 65 grassed and shady sites with electricity and immaculate ablutions. Swimming pool, playground and trampoline. Also offers 3-star self-catering chalets. Abundant birdlife in park. Reduced rates for pensioners out of season. [T] 044 384 0316 [C] 072 466 1459 [E] w48@mweb.co.za [W] www.woodbourne.co.za

Resort / Campsite	Nearest Town	Telephone
Agulhas Caravan Park	Agulhas	028 435 6015
Klipbokkop Nature Reserve	Barrydale	082 579 4515
Warmwaterberg Spa	Barrydale	028 572 1609
Karoo National Park	Beaufort West	023 415 2828
Steenbokkie Private Nature Reserve	Beaufort West	023 414 3572
Teri-Moja Game Lodge	Beaufort West	082 789 3040
Wagon Wheel Country Lodge	Beaufort West	023 414 2145
Hardekraaltjie Caravan Park	Bellville	021 946 2006
Bonnievale River Lodge	Bonnievale	083 655 1973
Night Sky Caravan Park	Bonnievale	023 616 2661
Riverside Holiday Resort	Bonnievale	082 759 5727
Arniston Caravan Park	Bredasdorp	028 445 9620
De Hoop Nature Reserve	Bredasdorp	0861 227 362 8873
Die Dam Holiday Resort	Bredasdorp	028 482 1710
Calitzdorp Spa	Calitzdorp	044 213 3371
Calitzdorp Station	Calitzdorp	044 213 3587
Kruisrivier Guest Farm	Calitzdorp	044 213 3788
Matjies Vlei	Calitzdorp	044 213 3756
Tankwa-Karoo National Park	Calvinia	027 341 1927
Sandrif Holiday Resort	Cederberg	027 482 2825
Wolfkop Nature Reserve	Cederberg	083 2605071
Klondyke Cherry Farm	Ceres	023 312 1521
Matroosberg Reserve, Dennebos Camp	Ceres	023 312 2282
Pine Forest Holiday Resort	Ceres	023 316 1882
Sothembwa Lodge	Ceres	023 004 0050
Cederberg Tourist Park	Citrusdal	027 482 2807
Citrus Creek Caravan Camp and Chalets	Citrusdal	022 921 3145
Die Vlei Camp Site	Citrusdal	022 921 3952
Koningskop	Citrusdal	022 921 3198
Natures View	Citrusdal	082 773 8310
The Baths	Citrusdal	022 921 8026
Bulshoekdam Leisure Resort	Clanwilliam	027 482 2635
Cederberg Nature Reserve	Clanwilliam	021 483 0190
Cederberg Wilderness Area	Clanwilliam	0861 227 362 8873
Clanwilliam Dam Resort	Clanwilliam	027 482 8012
De Pakhuys Campsite	Clanwilliam	027 482 1879
Driehoek Tourist Farm	Clanwilliam	027 482 2828
Jamaka Organic Farm	Clanwilliam	027 482 2801
Lebanon Citrus Holiday Resort	Clanwilliam	027 482 2508
Olivier's Rust	De Rust	044 241 2258
Tonnelkop	De Rust	044 241 2281

WESTERN CAPE RESORTS

Resort / Campsite	Nearest Town	Telephone	Resort / Campsite	Nearest Town	Telephone
Elands Bay Caravan Park	Elands Bay	022 972 1736	Onrus River Holiday Resort	Onrus River	028 316 1704
Vensterklip	Elands Bay	022 972 1340	De Hoek Mountain Resort	Oudshoorn	044 272 8214
Fish Hoek Beach Caravan Park	Fish Hoek	021 782 5503	Gamkaberg Nature Reserve	Oudshoorn	0861 227 362 8873
De Hollandsche Molen	Franschhoek	021 867 0160	Minwater Eco Adventure PNR	Oudshoorn	044 279 1285
Gansbaai Municipal Caravan Park	Gansbaai	028 384 0872	N.A. Smit Holiday Resort	Oudshoorn	044 272 2313
Uilenkraalsmond Resort	Gansbaai	028 388 0200	Stompdrift Dam Water Resort	Oudshoorn	082 577 7877
Vloedbos Vakansie Oord	Gansbaai	083 359 1505	Berg River Resort	Paarl	021 007 1852
George Caravan Park	George	084 400 1000	Limietberg Nature Reserve	Paarl	0861 227 362 8873
Glentana Caravan Park	George	044 879 1536	Orleans Caravan Park	Paarl	021 862 3520
Herolds Bay Municipal Caravan Park	George	044 802 2900	The Beach Camp	Paternoster	082 926 2267
Mount View Resort and Lifestyle Village	George	044 874 5205	Tieties Bay Caravan Park	Paternoster	022 752 2718
Rondekop Camp	George	044 272 5114	Piketberg Caravan Park	Piketberg	022 913 6000
Sea Glimpse Holiday Resort	George	044 889 0043	Harkerville Forest Lodge	Plettenberg Bay	044 532 7777
Hendon Park Holiday Park	Gordons Bay	021 856 9622	Keurbooms Lagoon Caravan Park	Plettenberg Bay	044 533 2567
Pine Creek Caravan Park	Great Brak River	044 620 2434	Waterval Caravan Park	Porterville	022 931 2339
Silky Oaks	Greyton	082 378 4777	Die Watergat Campsite	Rawsonville	082 570 8097
Bonniendale Holiday and Wildlife Farm	Hartenbos	044 695 3175	Dwarsberg Trout Hideaway	Rawsonville	023 349 1919
Dibiki Resort	Hartenbos	044 695 1532	Riverhouse chalets	Rawsonville	072 436 9377
Hartenbos River Resort	Hartenbos	044 695 1520	Skilpadfontein Campsite	Rawsonville	082 419 4991
Kalahari Caravan Park	Hartenbos	053 831 5126	Slanghoek Mountain Resort	Rawsonville	023 344 3138
Grootvadersbosch Nature Reserve	Heidelberg	0861 227 362 8873	Takkieskloof Caravan Park	Riversdale	028 713 7916
Heidelberg Witsand Municipal Caravan Park	Heidelberg	028 537 1627	Khomeesdrift Camping Site	Riviersonderend	028 261 1995
Nonarosa Bush Camp	Heidelberg	082 907 2479	Rivierzicht Rivieroord	Robertson	023 626 2013
Habonim Camp Site	Hermanus	028 316 4758	Silverstrand Holiday Resort	Robertson	023 626 3321
Paradise Park Caravan Park	Hermanus	028 316 3402	Skurwekop Park	Robertson	023 626 5588
Jongensfontein Municipal Resort	Jongensfontein	028 713 7850	Laingville Holiday Resort	Saldanha	022 736 1684
Ashanti Lodge Gardens	Kaapstad	021 4238 721	Saldanha Holiday Resort	Saldanha	022 714 2247
Arch Rock Chalets and Caravan Park	Keurbooms River	044 535 9409	Lake Pleasant Resort	Sedgefield	044 343 1985
El Yolo One	Klaarstroom	021 939 7164	Millers Point Municipal Resort	Simons Town	021 782 5503
Kleinmond Caravan Park	Kleinmond	028 271 8458	Salmonsdam Nature Reserve	Stanford	0861 227 362 8873
Palmett Caravan Park	Kleinmond	028 271 8458	Bergplaas Resort	Stellenbosch	078 252 3511
Buffalo Bay Caravan Park	Knysna	044 383 0045	Mountain Breeze Caravan Park	Stellenbosch	021 880 0200
Homtini Guest Farm	Knysna	044 389 0029	Ellensrust Municipal Caravan Park	Still Bay	028 754 1034
Monks Holiday Resort	Knysna	044 382 2609	Preekstoel Municipal Camp Site	Still Bay	028 713 7849
Imhoff Caravan Park	Kommetjie	021 783 1634	Stilbaai Municipal Caravan Park	Still Bay	028 754 1034
Kuilsrivier Caravan Park	Kuils River	021 900 1635	Kays Caravan Park	Strand	021 853 1129
Van Zyls Rus	Kuils River	021 903 1991	Kogel Bay Caravan Park	Strand	021 856 9622
Springvale Cottage and Camping	Ladismith	028 551 2014	Voortrekker Park	Strand	021 850 4169
Anysberg Nature Reserve	Laingsberg	0861 227 362 8873	Struisbaai Municipal Caravan Park	Struisbaai	028 435 6820
Lamberts Bay Municipal Caravan Park	Lamberts Bay	027 432 2238	Bontebok National Park	Swellendam	028 514 2735
Malkopbaai Caravan Park	Lamberts Bay	083 370 0400	KamBati River Resort	Swellendam	072 357 1131
Leentjiesklip Caravan Park	Langebaan	022 772 2461	Swellendam Municipal Caravan Park	Swellendam	028 514 8575
Oostewal Holiday Resort	Langebaan	022 772 2442	Gatrivier Holiday Farm	Touws Rivier	023 231 0876
Seebries Caravan Park	Langebaan	022 772 2477	Gecko Rock	Touws River	023 358 9902
WestCoast National Parks	Langebaan	022 772 144	Leeuwenboschfontein	Touws River	023 358 1722
Windstone Backpackers and Camping	Langebaan	022 766 1645	Highlanders Camping	Trawal	082 958 4184
Outeniqua Caravan Park	Little Brak River	044 696 6580	Eagle Falls	Uniondale	044 745 1122
Riverside Holiday Resort	Little Brak River	044 696 6061	Uniondale Caravan Park	Uniondale	044 752 1266
Matzikama Municipal Caravan Park	Lutzville	027 201 3437	Van Rhynsdorp Caravan Park	Van Rhynsdorp	027 219 1287
Malmesbury Caravan Park	Malmesbury	022 482 3266	Mavuradonha Camp Site	Van Wyksdorp	028 551 2247
Uitvlugt Camping	McGregor	023 625 1910	Dwarskersbos Caravan Park	Velddrif	022 784 0110
Ganzebraai Caravan Park	Melkbosstrand	022 492 2265	Stywelyne Holiday Resort	Velddrif	022 783 0408
Doringlaagte	Monatgu	023 614 2034	Swartvlei Caravan Park	Victoria Bay	044 343 2286
Baden Klub	Monatgu	023 614 2229	Theewater Sports Club & Caravan Park	Villiersdorp	028 840 1334
Badensfontein Farm	Monatgu	079 989 7241	Tabakbaai Holiday Resort	Vredenburg	022 714 2248
De Bos Guesthouse	Monatgu	023 614 2532	Katryntjiesdrift	Wellington	021 864 1050
Langdam-in-Koo	Monatgu	082 610 2450	Carmel By The Sea	Wilderness	044 889 0019
Montagu Guano Caves	Monatgu	084 553 4187	Garden Route National Park	Wilderness	044 877 1197
Simonskloof Mountain Retreat	Monatgu	023 614 1895	George Country Resort	Wilderness	044 889 0034
De Drinken Guest Farm	Moorreesburg	022 433 2597	Island Lake Holiday Resort	Wilderness	044 877 1194
Moorreesburg Caravan Park	Moorreesburg	022 433 1072	Pirate Creek Holiday Resort	Wilderness	044 877 1101
Zonnekus Holiday Resort	Morning Star	021 972 1833	ATKV Goudini Spa	Worcester	023 349 8100
ATKV Hartenbos	Mossel Bay	044 695 0770	Klipkrans	Worcester	079 379 7501
Cannon Valley	Mossel Bay	082 493 9750	Nekkies Municipal Resort	Worcester	023 343 2909
De Bakke Resort	Mossel Bay	044 691 2915	Khwa Ttu	Yzerfontein	022 492 2998
Zandvlei Caravan Park	Muienberg	021 788 5215	Yzerfontein Caravan Park	Yzerfontein	022 451 2211
Chapmans Peak Caravan Farm	Noordhoek	021 789 1225			

TO ADVERTISE Please contact your area specialist, Denise Reid-Daly, on **[T] 021 702 4200** **[C] 076 301 9468** **[E] sales.support@caravansa.co.za**



EASTERN CAPE RESORTS



AREENA RIVERSIDE RESORT
CINTSA

Superb caravan and tent sites
Stunning self-catering accommodation.
Restaurant • Conferencing • Teambuilding.

2015 Pensioners Warm Winter
Special @ R1500 pm, min. 3 months

PRODUCE THIS AD



The image is a composite of two parts. The left side features the logo for 'the willows' resort, which includes three stylized red stars above the word 'the willows' in a white, lowercase, sans-serif font. Below 'the willows' is the text 'RESORT & CONFERENCE CENTRE' in a smaller, white, uppercase, sans-serif font. The background of this section is a dark teal color. The right side of the image shows a photograph of several mobile homes or chalets with blue roofs and white walls, arranged in a row. They are set against a backdrop of lush green trees and bushes. In the foreground, there is a grassy area with two white seagulls flying over it. The overall composition is a promotional image for the resort.

CAROCHALET Middleberg

Campsite with electricity and on grass, and Chalets self-catering and fully equipped. 86 Van der Walt Street, Middleburg, Eastern Cape next to the N9 between Colesberg and Graaff-Reinet. Jess at [C] 082 253 9911 Agnes at [C] 071 212 3673 [W] www.carochalet.co.za GPS: S 31 degrees 29.580 minutes and E 24 degrees 59.990 minutes

GAMTOOS FERRY CARAVAN PARK Gamtoos River

Situated between Port Elizabeth & Jefferys Bay on the banks of the majestic Gamtoos River, just off the R102. Close to Baviaanskloof. Beautiful green lawns with electricity and purified water. Shop, Bottle Store, Bar & Restaurant on site. Slipway for boating and fishing available free for campers. Birdwatching is excellent. **[T]** 042 2870758 **[F]** 042 287 0639 **[E]** admin@ferryhotel.co.za

PINE LODGE RESORT - Port Elizabeth****

4-star quality at 3 star prices! Nestled amongst the dunes of the Cape Recife Nature Reserve on Port Elizabeth's beachfront, metres from the ocean and minutes from the city's many attractions, Pine Lodge has something for everyone! Well-grassed sites with electricity, games room, trampoline, well-kept ablutions, gym & on-site restaurant. Self-catering log cabins also available.
[T] (041) 583 4004 [E] enquiries@pinelodge.co.za -
[W] www.pinelodge.co.za

BENDEZVOJS CABAVAN PARK Cintsa

40 km from East London. Large, grassed, shady sites with individual bathrooms. Swimming pool. Safe playground for children with trampoline, jungle gym and table tennis. Easy access to beautiful beaches. Renowned fishing grounds and amazing birdlife. Restaurant and shop within easy walking distance. Private Game Reserve a mere 5 km away. Reduced rates for pensioners out of season.
[E] rendezvouscaravan@telkomsa.net [W] www.rendezvouscaravanpark.co.za
[T] 043 734 3317 [E] 043 734 3317 [C] 073 144 3005



Self-Catering Camping
Lodge Accommodation
Swimming Pool & Braai Area
Kiddies Play Area & Game Drives
Fishing, Canoe, Hiking & Hiking



Mansfield | 046 624 8199 | mansfield@riverhotels.com | riverhotels.com



Kowie River - Port Alfred
S33°33'12.6" E026°51'39.4"

Resort / Campsite

Aberdeen Municipal Caravan Park
Takkieskloof Caravan Park
Addo Elephant NP, Darlington Dam
Addo Elephant NP, Kabouga Rest Camp
Addo Elephant NP, Main Rest Camp
Homestead Caravan Park and B&B
Intaba Lodge
Ocean View Campsite
Barkly East Caravan Park
Baviaanskloof Nature Reserve
Baviaanskloof Uitspan
Bo-Kloof
Bruintjeskraal Campsite
Doringkloof Bush Camp
Duiwelskloof Wilderness Camp
Kudu Kaya

Nearest Town

Aberdeen	049 846 0014
Aberdeen	028 713 8016
Addo	041 583 2030
Addo	041 583 2030
Addo	041 583 2030
Addo	042 233 0354
Addo	045 931 1402
Alexandria	046 654 0003
Barkly East	045 971 0448
Baviaanskloof	043 705 4450
Baviaanskloof	044 923 1511
Baviaanskloof	044 923 2192
Baviaanskloof	084 515 0993
Baviaanskloof	049 839 1160
Baviaanskloof	082 500 3286
Baviaanskloof	073 862 1968



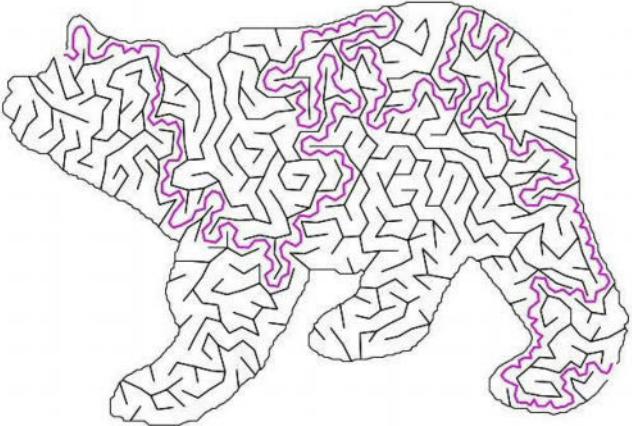
TO ADVERTISE Please contact your area specialist, Denise Reid-Daly, on **[T] 021 702 4200** **[C] 076 301 9468** **[E] sales.support@caravansa.co.za**

EASTERN CAPE RESORTS

Resort / Campsite	Nearest Town	Telephone	Resort / Campsite	Nearest Town	Telephone
Speekhout Camping	Baviaanskloof	087 700 4494	ManGolds Pool Caravan Park	Port Elizabeth	041 366 2061
Vaalwater Bush Camp	Baviaanskloof	044 923 1941	Oceanview Holiday Resort	Port Elizabeth	041 378 1729
Boesmans Caravan Park	Boesmansriviermond	046 648 3584	Pearson Park Resort	Port Elizabeth	041 468 0040
J.L. De Bruin Dam Resort	Burgersdorp	051 653 0595	Seaview Game and Lion Park	Port Elizabeth	041 378 1702
Cannon Rocks Holiday Resort	Cannon Rocks	046 654 0043	The Willows Holiday Resort	Port Elizabeth	041 396 2000
Cape St Francis Resort	Cape St Francis	042 298 0054	Van Stadens Caravan Park	Port Elizabeth	041 776 1059
Ferndale 4x4 Trails	Cathcart	045 843 1741	Bulolo Holiday Camp	Port St Johns	047 564 1245
Buccaneers Backpackers	Cintsa	043 734 3012	Cremorne Estate Resort	Port St Johns	047 564 1110
Cintsa West Caravan Park	Cintsa	043 734 3001	The Pont	Port St Johns	047 564 1324
Nenga River Lodge	Coffee Bay	072 301 2113	Trennerys Hotel and Camp Site	Qolora Mond	047 498 0025
White Clay Campsite	Coffee Bay	083 979 4499	Rhodes Campgrounds	Rhodes	082 644 4018
Commando Drift Nature Reserve	Cradock	043 742 4450	Bestershoek Caravan Park	Somerset East	042 243 1333
Cradock Spa	Cradock	048 881 2709	Valschfontein Caravan Park	Sterkstroom	045 966 9157
Mountain Zebra National Park	Cradock	048 881 3434	Redefin Caravan Park & Self Catering	Steynsburg	048 884 0487
Arendnes Vakansie Oord	East London	043 738 5064	Marlu Guest Farm and Camping	Steytlerville	049 833 0026
Cefani Mouth Holiday Resort	East London	043 738 5027	Noorspoort Guest Farm	Steytlerville	049 835 0001
Glen Muir Resort	East London	043 734 3032	Nature's Valley Rest Camp	Storms River	042 281 1607
Nahoon Municipal Caravan Park	East London	043 705 9748	Storms River Mouth Rest Camp	Storms River	042 281 1607
Natures Rest	East London	043 736 9753	The Shire Eco Lodge	Stutterheim	043 683 2452
Niki-Nana	East London	043 722 8509	Bloukrantz Caravan Park	Tsitsikamma	042 281 1450
Old Thomas River Historical Village	East London	045 843 1504	Die Kraaltjie Caravan Park	Tsitsikamma	082 498 1045
Pine Creek Holiday Resort	East London	044 620 2434	Louterwater Estate	Tsitsikamma	042 272 1724
PSA Holiday Resort	East London	082 880 8949	Groendal Nature Reserve	Uitenhage	041 991 9912
Rendezvous Caravan Park	East London	043 734 3317	Kleinrivier Wilderness	Uitenhage	083 991 7021
Wattle Chop Accommodation	East London	083 537 6568	Springs Resort	Uitenhage	041 966 1161
Forte Fordyne	Fort Beaufort	071 609 1409	Anchorage Hotel and Caravan Park	Umtata	047 575 9884
Oviston Nature Reserve	Gariep Dam	051 655 0000	Lake Gariep Resort	Venterstad	051 655 0124
Gonubie Holiday Resort	Gonubie	043 705 9748	Bhejane Game Reserve	Willowmore	044 923 1816
Camdeboo National Park	Graaff-Reinet	042 233 8600	Finchley Farm Cottage and Camping	Willowmore	044 923 1801
Jesa Caravan Park	Graaff-Reinet	049 893 0966	Timbila Game Reserve	Willowmore	083 289 6481
Urquhart Municipal Caravan Park	Graaff-Reinet	049 892 2136	Willowmore Caravan Park	Willowmore	044 923 1116
Brooklands Game Farm & Nature Reserve	Grahamstown	046 622 5707	Dwesa Nature Reserve	Willowvale	043 742 4450
Langholm Country Estate	Grahamstown	083 528 1816			
Makana Resort	Grahamstown	046 622 2159			
Thomas Baines Nature Reserve	Grahamstown	043 705 4400			
Hamburg Caravan Park	Hamburg	040 678 0042			
Swallowtail Country Estate	Hogsback	045 962 1317			
Island Vibe Backpackers	Jeffreys Bay	042 293 2923			
Jeffreys Bay Caravan Park	Jeffreys Bay	042 200 2200			
Oyster Bay Resort	Jeffreys Bay	072 419 6683			
Palm Springs Resort	Kidds Beach	043 781 1901			
African Imprint Bush Camp	Kirkwood	042 230 0489			
Sitrus Oewer River Camp	Kirkwood	042 232 0503			
Ocean View Guest Farm	Komga	043 831 2140			
Karmmelkspruit River Lodge	Lady Grey	051 603 7036			
Lady Grey Caravan Park	Lady Grey	082 495 6626			
Cedarberg Guest Farm	Matatiele	083 262 5464			
Ongeluksn Nature Reserve	Matatiele	043 701 9600			
Mbotyi Camp Site	Mbotyi	039 253 7201			
Carochalet Campsites and Chalets	Middelburg	082 253 9911			
Middelburg Caravan Park	Middelburg	013 243 5060			
Welvanpas Guest Farm	Middelburg	082 348 9123			
Double Mouth Camp Site	Morgans Bay	043 705 4400			
Yellowwood Forest Campsite	Morgans Bay	043 841 1598			
Doornberg Guest Farm	Nieu-Bethesda	049 841 1401			
Baviaanskloof Nature Reserve Doodsklip	Patensie	043 701 9600			
Baviaanskloof Nature Reserve Komdomo	Patensie	043 701 9600			
Gonjah Chalet Campsite and 4x4 route	Patensie	042 283 0596			
Heroncliff	Patensie	082 770 5914			
Bathurst Caravan Park	Port Alfred	046 625 0897			
Green Fountain Caravan Park	Port Alfred	046 624 2929			
Medolino Holiday Resort	Port Alfred	046 624 1651			
Willows Caravan Park	Port Alfred	086 117 7177			
Andrew Rabie Caravan Park	Port Elizabeth	041 374 5604			
Highbrae Camp and Climb	Port Elizabeth	041 956 0036			
Humepark Caravan Park	Port Elizabeth	041 586 1518			

ANSWERS TO KIDS' CORNER

QUESTIONS ON PAGE 54



PLATYPUS ANSWER A platypus can remain under water for one or two minutes.

KANGAROO ANSWER No, kangaroos can't walk backwards.

DINGO ANSWER Dingos arrived in Australia about 300 years ago.

KOALA ANSWER The koala has fingerprints similar to those of human beings.

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[W] www.onzerustgandcaravanpark.co.za

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[E] james@rusibietjie@gmail.com [GPS] S 29.1292° E 19.3948°

Resort / Campsite

Ai-Ais/Richtersveld NP, De Hoop

Ai-Ais/Richtersveld NP, Kokerboomkloof

Ai-Ais/Richtersveld NP, Potjiespram

Ai-Ais/Richtersveld NP, Richtersburg

Ai-Ais/Richtersveld NP, Sedelingsdrift

Kalahari Sands Guest House

Molopo Kalahari Lodge

Rea se Boskamp

Loch Maree Game Farm

Augrabies Falls Lodge and Camp

Augrabies Falls National Park

Barkly West Municipal Caravan Park

Rekaofela Holiday Resort

Calvinia Caravan Park

Tankwa-Karoo National Park

Colesberg Lodge

Van Zylsvlei B&B

Broadwater Holiday Resort

The Crowry Orange River Nature Camp

Garies Caravan Park

Wildebeest Guest Farm

Boegoerberg Dam Resort

Groblershoop Caravan Park

Trans Boegoe Eko Oord

Hondeklipbaai Camping

Thota Lodge and Boma

Die Mas Caravan Park

Kamieskroon Hotel and Caravan Park

Verbe Caravan Park

Kalahari Water Caravan Park

Ou Skool Gastehuis

Big Hole Caravan Park

Kimberley Caravan Park

Kimberley Pleasure Resorts – Riverton

Nearest Town

Alexander Bay

Alexander Bay

Alexander Bay

Alexander Bay

Alexander Bay

Askham

Askham

Askham

Askram

Augrabies

Augrabies

Barkly West

Barkly West

Barkly West

Calvinia

Calvinia

Colesberg

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Douglas

Douglas

Garies

Garies

Griquatown

Groblershoop

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027 831 1506

082 371 4549

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082 351 1834

054 451 7203

054 452 9200

053 531 0671

053 531 0626

073 990 2355

027 341 1927

051 753 0734

051 753 0589

082 332 2266

021 853 7952

027 652 8000

072 124 6814

083 257 4730

027 218 1265

083 500 7180

027 692 3066

076 105 3432

079 137 7667

027 672 1614

027 672 1776

054 461 2404

054 464 0125

053 830 6322

082 442 5097

053 832 1703

Resort / Campsite

Mokala National Park

Riverside Country Club and Caravan Park

4x4 Bateleur Camp and Tours

Cullinan Guest Farm

Kuruman Caravan Park

Red Sands Country Lodge

Shomatobe Lodge

Soetvlakte Guest Farm

Wonderwerk Cave

Riverside Country Club & Caravan Park

Groenrivier Camping Sites

Nieuwoudtville Municipal Caravan Park

Nieuwoudtville Olive Camping Site

Klein Pella Guest Farm

McDougalls Bay Caravan Park

Witsand Nature Reserve

Die Bos Caravan Park

Gariep Country Lodge

Richmond Caravan Park

Goegap Nature Reserve and Caravan Park

Kokerboom Motel and Caravan Park

Namaqua National Park

Springbok Caravan Park

Panorama Caravan Park

Skurweberg Holiday Farm

Verlatenkloof Guest Farm

Die Eiland Resort

Kalahari Guest House

Kalahari Monate Lodge Caravan Park

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053 204 8000

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082 224 5000

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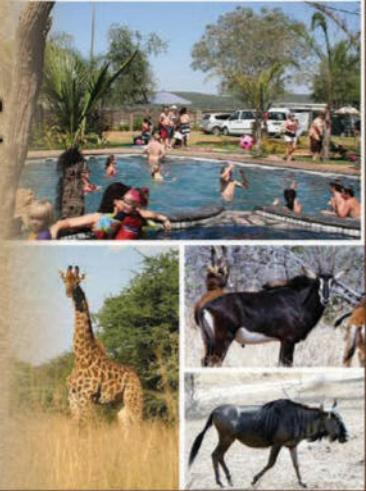
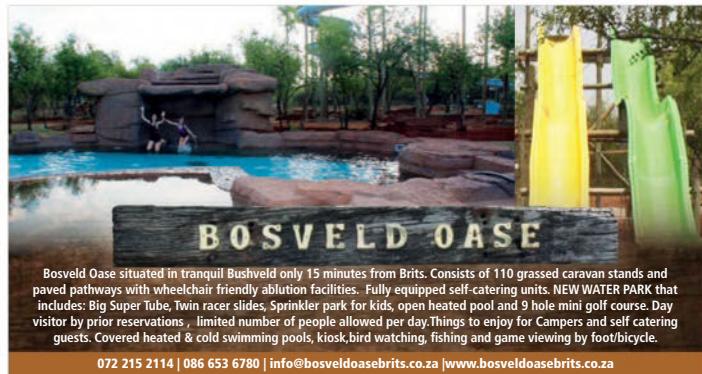
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Funane Game Farm	Beestekraal	082 372 9920	Shangrila Inniesbos	Hartbeespoort	082 784 6129
Die Hoek Resort	Bloemhof	072 436 7030	Borakalalo Game Reserve 	Jericho	012 729 4102
Sandhurst Safari Lodge	Bray	082 453 5683	Faan Meintjies Nature Reserve	Klerksdorp	018 468 7595
Aeroden Lodge	Brits	083 999 3842	Klerksdorp Dam Pleasure Resort	Klerksdorp	018 462 7210
ATKV Buffelspoort	Brits	014 572 1000	Boe-Boe's Nest	Koster	072 636 4042
Atlanta Holiday Resort	Brits	083 324 4301	Waterkloof Resort/ Kosterdam Resort	Koster	083 319 7390
De Wildt 4x4 Game Park	Brits	083 268 8185	Wolwespruit Nature Reserve 	Leeudoringstad	018 581 9705
Drie Berge Caravan Park	Brits	083 608 3409	Botsalano Game Reserve 	Mafikeng	018 386 8900
Hartbeespoort Holiday Resort	Brits	012 200 9903	Mafikeng Game Reserve 	Mafikeng	018 381 5611
Klein Paradys Caravan Park	Brits	012 252 1938	Vaalkop Dam Nature Reserve	Mbabatho	012 277 1670
Kokoriba Game Reserve	Brits	012 277 1902	Wawiel Park Holiday Resort	Orkney	018 473 3228
Makalani Resort	Brits	072 456 9301	Tau Roara Lodge	Ottoshoop	083 598 7112
Manzi Maningi Private Game Lodge	Brits	083 566 3318	The Molemane Eye Nature Reserve 	Ottoshoop	018 643 9904
Silwer Vis Caravan Park	Brits	072 951 8759	Boskop Dam Nature Reserve 	Potchefstroom	071 543 2110
Thaba Morula Caravan Park	Brits	012 277 1371	Lakeside Recreation Resort	Potchefstroom	018 299 5470
Zanandi Pleasure Resort	Brits	082 826 2100	Suikerbos Nature Reserve	Potchefstroom	082 484 8150
Roos Se Oord Resort	Broederstroom	012 205 1173	Aasvoelkrans Caravan Park	Rustenburg	014 577 2551
Tau Roara Lodge	Coligny	018 571 0233	Afri Sun Camp Site	Rustenburg	082 334 1221
Barberspan Bird Sanctuary 	Delareyville	078 536 0561	Bakgatla Resort	Rustenburg	014 555 1000
Barberspan Hotel and Holiday Resort	Delareyville	078 536 0561	Karee-Krants Nature Reserve	Rustenburg	073 158 1545
Pigmy Lodge	Delareyville	083 734 4615	Kgaswane Mountain Reserve 	Rustenburg	014 533 0808
Rapoeli Farm	Delareyville	053 948 1336	Manyane Caravan Park	Rustenburg	014 555 1000
Molemane Eye Naturereserve	Frankfort	018 643 9904	Mountain Sanctuary Park	Rustenburg	014 534 0114
Marico Bushveld Dam Caravan Park	Groot Marico	083 733 4251	Omaramba Holiday Resort	Rustenburg	014 572 3004
Bobbejaanskloof	Hartbeespoort	012 543 2953	Rustenburg Kloof Holiday Resort	Rustenburg	014 594 1037
			The Cynthiana Caravan Park	Rustenburg	014 537 2361
			Rametsi Eco Game Lodge	Swartruggens	071 280 0638
			Amigos Caravan Park	Ventersdorp	018 264 2433
			Molopo Game Reserve 	Vostershoop	072 965 6800
			Boereplaas Holiday Resort	Vryburg	053 927 4462
			Kameelboom Lodge	Vryburg	053 927 4214
			Swartfontein Recreation Resort	Vryburg	053 927 0949

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Nearest Town

Siteki

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Resort / Campsite	Nearest Town	Telephone	Riverview Country Inn	Swinburne	053 372 1033
Aldam Estate	Aldam	057 652 2200	Erfenis Dam Nature Resort	Theunissen	057 733 2125
Tussen die Riviere Nature Reserve	Bethulie	051 763 1000	Bundu Camp	Ventersburg	082 851 4584
River of Joy Camp	Bloemfontein	083 462 7522	Willem Pretorius Resort	Ventersburg	057 651 4003
Rustfontein Dam Nature Reserve	Bloemfontein	051 528 2926	Wawiel Park Holiday Resort	Viljoenskroon	018 441 1093
Sandveld Nature Reserve & Caravan Park	Bloemfontein	053 433 1702	Aqua-Via Hengeloord	Villiers	071 210 0204
Soetdoring Nature Reserve	Bloemfontein	051 433 9002	Vaal Holiday Resort and Caravan Park	Villiers	058 821 0484
Toms Place Resort	Bloemfontein	051 564 0680	Swallows Caravan Resort	Virginia	057 217 2621
Bergwoning	Clarens	082 396 7595	Tikwe Lodge Caravan Park	Virginia	057 212 3306
Bokpoort Holiday Farm	Clarens	058 256 1181	Emanzini Country Resort	Vrede	082 329 2225
Golden Gate Highlands National Park	Clarens	058 255 0000	De Rust Private Nature Reserve	Welkom	057 354 2497
Anchor Creek Marina	Deneysville	016 371 2029	Caledon Nature Reserve	Wepener	051 583 2000
			Danke Schön Guest House & Caravan Park	Winburg	082 776 7768

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Forever Resorts Badplaas	Badplaas	017 844 8000	Mac Mac Forest Retreat	Sabie	013 764 2376
Komati Springs	Badplaas	082 650 2294	Sabie River Camp	Sabie	013 764 3282
Fortuna Resort Private Club	Balfour	017 773 9012	Mahawane Country Resort	Volksrust	017 735 3003
Diggers Retreat Hotel	Barberton	013 719 9681	Barham Bay Lodge	Witbank	082 851 5304

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Resort / Campsite

Resort / Campsite	Nearest Town	Telephone
Acacia Thorntree Campervan Park	Benoni	082 783 3142
Bajadam Caravan Park	Bronkhorstspruit	082 826 4660
Ezemvelo Nature Reserve	Bronkhorstspruit	013 680 1399
Kaia Manzi Resort	Bronkhorstspruit	013 932 3140
Teen die Rivier	Bronkhorstspruit	012 662 1140
Smuts house & Doornkloof Caravan Park	Irene	012 670 9016
Pomona Caravan Park	Kempton Park	011 979 1011
Eastco Magalies Holiday & Caravan Resort	Magaliesburg	082 885 1994
Lovers Rock Family Resort	Magaliesburg	014 577 1327
Magalies Sleepy River Caravan Park	Magaliesburg	014 577 1524
Thabametsi Farm	Magaliesburg	082 934 4070
Weavers Roost Caravan Park	Magaliesburg	014 577 0001
Klipdraai	Meyerton	083 479 7686
Sionbergh Accommodation	Vereeniging	079 491 7919
Loodswaai Game Farm	Naapoor	082 083 9424
Bass Lake Lodge	Pretoria	012 735 1650
De Rust Caravan Park	Pretoria	083 282 7292
Derdepoort Recreation Resort	Pretoria	012 800 1279
Diamante Pleasure Resort	Pretoria	082 682 8839
Hennops Pride Caravan Park	Pretoria	083 288 9915
Joos Becker Caravan Park	Pretoria	012 335 2887
Kudu Rus Bush Camp	Pretoria	082 469 0914
Liracia Bush Camp	Pretoria	083 282 1714
Mar Leo	Pretoria	082 817-0405
Monateng Caravan Lodge	Pretoria	087 813 0514
Bonanza Resort and Caravan Park	Pretoria-North	012 376 4141
Country Park	Roodepoort	083 256 7000
Roodeplaat Angling Grounds	Roodepoort	072 638 8529
Klein Sambane (Xombana)	Rust de Winter	082 446 1518
Emfuleni Caravan Park	Vanderbijlpark	016 932 3683
Bloekompoort Caravan Park	Vereeniging	082 415 5674
Klub Koppisol Holiday Resort	Vereeniging	016 556 1112
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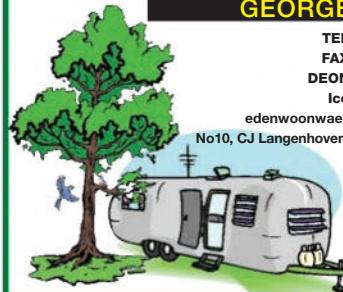
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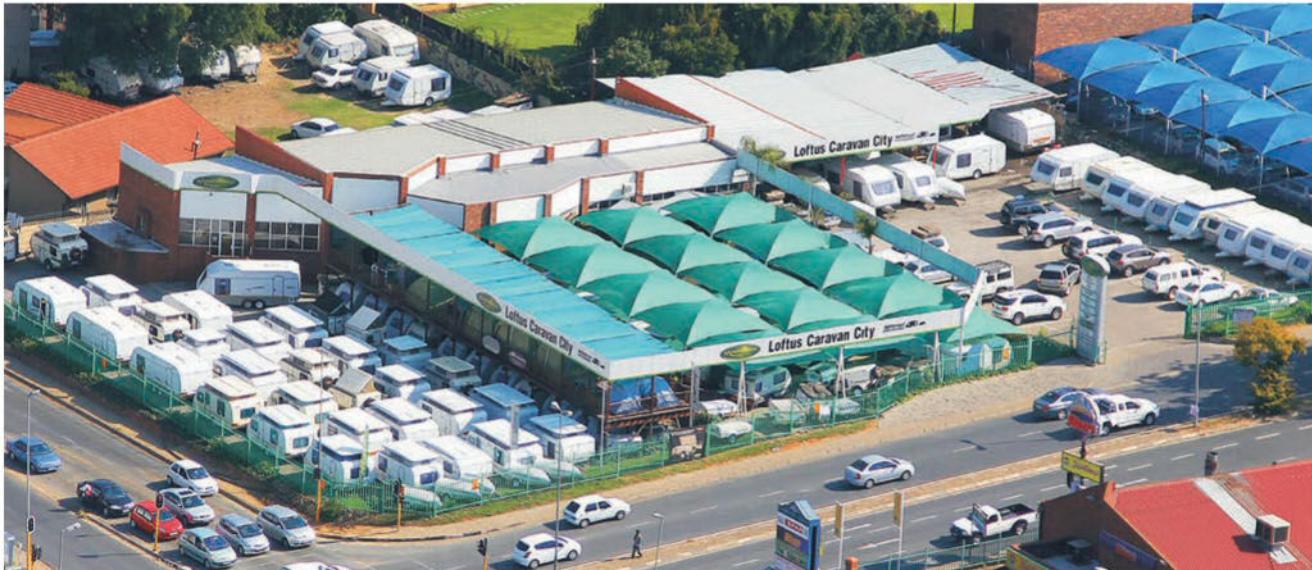
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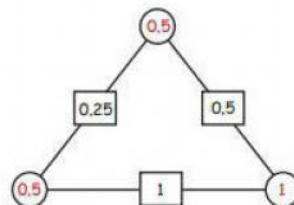
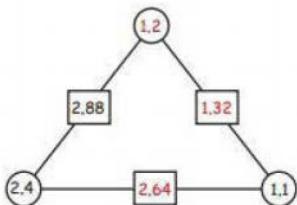
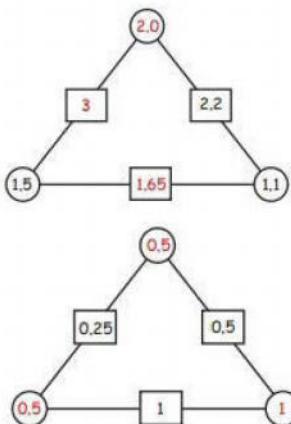
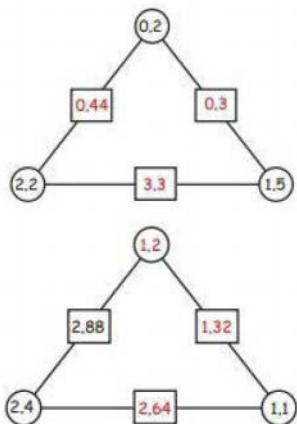
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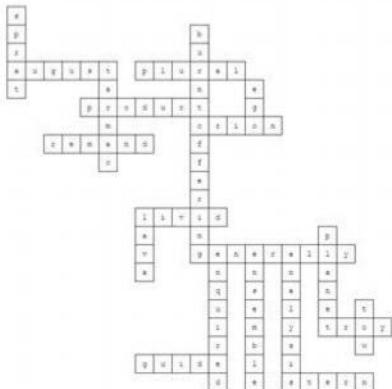


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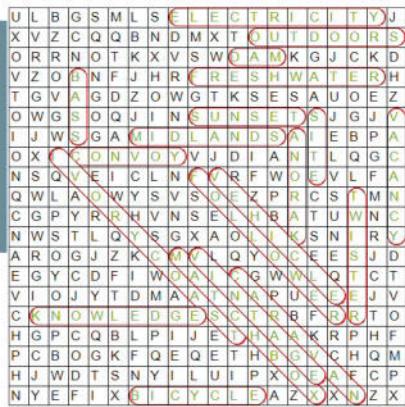
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QUESTIONS ON PAGE 60

CROSSWORD



WORD SEARCH



SUDOKU HARD

6	7	5	8	9	2	4	3	1
3	4	8	1	5	7	2	6	9
1	9	2	3	4	6	5	8	7
8	3	9	7	1	4	6	2	5
2	5	7	9	6	8	1	4	3
4	6	1	5	2	3	7	9	8
9	8	4	2	7	5	3	1	6
5	1	6	4	3	9	8	7	2
7	2	3	6	8	1	9	5	4

SUDOKU EASY

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1	2	4	6	8	9	7	3	5
7	9	5	2	1	3	4	6	8
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2	4	8	9	3	1	6	5	7

DEALERS' DEALS



Benoni Caravans

Contact Pinky or Rheeya on 011 973 3747

2011	Jurgens Xcell	R215 000
	(Incl. awning, wall set, privy, gas stove 90-litre National Luna fridge)	
2009	Jurgens Xplorer (Incl. Rally, wall set & privy)	R205 000
2006	Jurgens Exclusive	R193 000
	(Incl. travel blanket, aircon, ext. sides, multi room & inner tent room)	
2006	Jurgens Xplorer	R179 000
	(Incl. Leisure awn, wall set & privy)	
2005	Jurgens Classique (Incl. full tent, rally tent & sides)	R165 000
2010	Gypsey Romany	R155 000
	(Incl. Rally, sides & interior modified)	
2003	Sprite Splash	R118 000
	(Incl. full tent, Rally, hanging shelves)	
2003	Gypsey Regal Blue Series (Incl. full tent)	R99 000
2007	Sprite Scout (Incl. full tent)	R92 000
1996	Jurgens Expo (Incl. double Rally & sides)	R62 000
1989	Gypsey 4 (Incl. Rally)	R48 000
1985	Wilk Topaz (Incl. full tent, Rally & add-a-room)	R48 000
1988	Wilk Topaz (Incl. Full tent, Rally & add-a-room)	R45 000
1978	Jurgens Slipstream	R19 000
	(Incl. full tent & two double beds)	
	Venter Trailer (Incl. roof rack)	R6 800

Comet Caravans (Boksburg)

Contact Marius 011 826 6241

2012	Jurgens Exclusive (Incl. aircon)	R244 900
2013	Jurgens Safari Xplorer (Incl. wall set)	R234 900
2010	Jurgens Safari Xplorer	R204 900
2008	Jurgens Safari Xplorer (Incl. wall set)	R189 900
2014	Gypsey Regal (Incl. caravan cover)	R184 900
2011	Jurgens Safari Xcell	R179 900
2012	Gypsey Regal	R174 900
2013	Sprite Tourer SP (Incl. wall set)	R164 900
2006	Jurgens Safari Xplorer	R159 900
2012	Sprite Tourer SP (Incl. mod & privy tent)	R154 900
2011	Jurgens Safari Xcape	R154 900
2012	Sprite Tourer SP	R149 900
2014	Sprite Swing (Factory demo)	R149 900
2002	Jurgens Exclusive	R149 900
2009	Gypsey Regal (Incl. two Rally & wash-up unit)	R145 900
2013	Sprite Swing	R144 900
2012	Sprite Swing	R139 900
2012	Sprite Swing	R139 900
2012	Sprite Swing	R139 900
2012	Sprite Swing	R139 900
2005	Jurgens Palma	R139 900
2004	Jurgens Safari Xplorer	R139 900
2011	Sprite Tourer SP (Incl. wall set)	R134 900
2014	Sprite Sprint (Factory demo)	R129 900
2003	Jurgens Safari Explorer	R129 900
2008	Gypsey Rhapsody (Incl. Rally & side walls)	R119 900
2007	Gypsey Romany (Incl. two multi-rooms & Rally)	R115 900
2007	Gypsey Rhapsody	R114 900
	(Incl. Rally, side walls & multi-room)	
2009	Sprite Swing	R114 900
2004	Sprite Splash (Incl. aircon)	R104 900

Cara-Camp Caravan & Outdoor Centre (Somerset West)

Contact Arnold on 021 852 8215 or 082 458 3003

(Please note: All units are covered by a 6-month Value Vans guarantee)

2013	Jurgens Xcell (Incl. patio wall set)	R253 950
2014	Jurgens Penta (Incl. travel blanket & cover)	R205 000
2009	Jurgens Xplorer Anniversary Ed. (Incl. wall set & cover)	R188 650
2011	Jurgens Palma Autumn	R179 500
2012	Jurgens Fleetline	R162 950
2015	Sprite Swing (Demo)	R159 950
2011	Jurgens Oryx (Full-house, incl. rooftop tent in front)	R149 950
2005	Jurgens Penta (Incl. r/awning & sides & tent ext. walls)	R134 950
2015	Jurgens Custom Van - medium	R96 500

Eden Caravans

Contact Deon 044 873 4806 or 082 460 3451

1999	Hyundai Motorhome	R220 000
2008	Jurgens Exclusive	R170 000
2006	Jurgens Xplorer	R160 000
2005	Jurgens Xplorer	R150 000
2012	Gypsey Rascal	R130 000
2003	Sprite Swing (Incl. Movers)	R125 000
2011	Tonandi 750 trailer	R68 000
1994	Sprite Super Sport	R65 000
2012	Bundu Basher trailer	R65 000
2013	All Steel trailer	R65 000
1995	Sprite Scout	R60 000
1993	Jurgens Palma	R55 000
1992	Jurgens Esprit	R54 000
1983	Sprite Swift	R35 000

Kempton Caravans (Germiston)

Contact Bee 082 897 4997 or 011 974 5595

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2015	Jurgens Elegance (Incl. aircon)	R360 000
2013	Jurgens elegance (Incl. aircon)	R310 000
2014	Jurgens Exclusive	R300 000
2014	Jurgens Xcell (Incl. wall set)	R269 000
2010	Jurgens Exclusive	R259 000
2012	Jurgens Xcell (Incl. wall set)	R230 000
2012	Jurgens Xcell (Incl. wall set)	R220 000

Kennis Caravans

Linda Schoeman (011) 664 7000 or (Fax) 086 433 2293

2003	Mercedes Pacer	R655 000
2005	Mercedes Avalon (Incl. Crank out awning & pull out step)	R395 000
2003	Mercedes Avalon (Incl. Spare wheel & cover)	R365 000
2011	Jurgens Exclusive (Incl. Spare wheel & power touch)	R269 000
2008	Nissan 2.5 Turbo Diesel	R250 000
2013	Safari Xcell (Incl. Spare wheel & travelling blanket)	R225 000
2008	Safari Xplorer	R201 950
2007	Safari Xplorer (Incl. Travelling blanket, sides & front, privy tent, Leisure awn & spare wheel)	R199 950
2012	Sprite Tourer SP (Incl. patio & sides)	R169 500
2007	Golden Eagle (Incl. Full tent, rally, sides, spare wheel, kitchen & shower)	R165 000
2014	Sprite Swing (Incl. Spare wheel & patio)	R162 950
2011	Sprite Tourer SC (Incl. Awning ext wall set)	R149 950
2008	Safari Oryx (Incl. Spare wheel, roof top tent & 2 x jerry cans)	R135 000
2002	Safari Xplorer (Incl. Travelling blanket, sides and front & spare wheel)	R129 950
2007	Gypsey Romany (Incl. Spare wheel, travelling blanket & patio)	R129 950
2001	Safari Xplorer (Incl. Multi room & spare wheel)	R125 000
2006	Gypsey Regal (Incl. Spare wheel & multi room)	R124 950
2006	Sprite Splash (Incl. Rally & porta potti)	R114 950
1999	Gypsey Rapier (Incl. Spare wheel, 2x patios, side walls and multi room)	R69 950



1996	Sprite Solar (Incl. Spare wheel, patio & side walls)	R62 500	1997	Gypsey Rapier (Incl. tent & aircon)	R72 000	2009	Jurgens Palma (Incl. aircon)	R179 900
1990	Gypsey Caravette 5 (Incl. Spare wheel & patio set)	R59 950	1995	Gypsey Caravette 6 (Incl. tent, Rally & spare wheel)	R69 000	2014	Gypsey Regal (Incl. Rally & sides)	R175 900
1993	Jurgens Fleetline L (Incl. Spare wheel)	R59 950	1994	Jurgens Classique (Incl. tent)	R69 000	2013	Jurgens Xcape	R170 900
1984	Jurgens Exclusive	R42 950	1994	Jurgens Expo (Incl. large fridge & microwave)	R69 000	2012	Jurgens Fleetline (Incl. Rally)	R165 900
Loftus Caravan City Contact Gwen or Joel 011 792 1456			1993	Jurgens Fleetline (Incl. tent, Rally & sides)	R69 000	2011	Gypsey Romany (Incl. travel blanket)	R149 900
2013	Jurgens Elegance (Incl. tent & multi-room)	R297 000	1999	Gypsey Regal	R69 000	2013	Sprite Swing (Incl. Rally)	R149 900
2014	Jurgens Xcell (Incl. wall set)	R235 000	1996	Jurgens Expo	R65 000	2005	Jurgens Palma (Incl. travel blanket & aircon)	R149 900
2013	Conqueror Companion (Full house)	R220 000	1999	Gypsey Rapier (Incl. Rally)	R62 000	2005	Jurgens Penta	R139 900
2007	Safari Xplorer 2 (Incl. Wallset)	R184 000	1996	Gypsey Regent (Incl. tent)	R59 000	2007	Sprite Swing (Incl. Rally, sides & microwave)	R118 900
2014	Jurgens Expo (Incl. modular tent & multi-room)	R179 000	1994	CI Escape (Incl. tent, Rally & spare wheel)	R52 000	2008	Gypsey Romany (Incl. travel blanket, Rally & sides)	R109 900
2011	Jurgens Fleetline	R178 000	1992	Jurgens Wimpy (Incl. tent)	R49 000	2003	Gypsey Regal Blue Series (Incl. Rally & sides)	R104 900
(Incl. Tent, patio, sides, multi-room, cover, stabilizer, travel blanket & mover)			1993	CI Bakkiemate	R30 000	2013	Bushy Trailer	R65 900
2012	Sprite Tourer SP Deluxe	R169 000	Midlands Caravans (Pietermaritzburg) Contact Glenda 033 345 5141 or Bryce 074 601 0271			(Incl. gas bottle, battery, sides & rooftop tent)		
2007	Jurgens Classique	R169 000	2015	Jurgens Xcape (Demo)	R185 000	2010	Jurgens XT 75	R38 900
(Incl. tent, aircon & travel blanket)			2005	Safari Xplorer (Incl. full tent)	R169 950	(Incl. gas bottle, spare wheel, National Luna 80-litre fridge, travel blanket, jerrycans, slider & rooftop tent)		
2006	Safari Xplorer (Incl. awning)	R165 000	2005	Safari Xplorer	R155 950	2015	Bundu Basher	R35 900
2006	Jurgens Xplorer	R165 000	2006	Gypsey Rhapsody	R119 950	(Incl. stove, rear slide, fridge slide & jerrycans)		
2004	Jurgens Exclusive (Incl. tent, aircon & mover)	R169 000	2005	Sprite Swing	R104 950	Sunseeker (Alberton) Lloyd, Johan or Morne 011 613 1303		
2005	Safari Xplorer	R159 000	2001	Sprite Swing	R74 950	2015	Jurgens Exclusive	R289 900
2012	Safari Oryx (Incl. awning, rooftop tent & nose box)	R149 000	1995	Gypsey Royal	R64 950	2014	Jurgens Classique	R249 900
2009	Sprite Sprint Nomad	R148 000	Natal Caravans & Marine (Pinetown) Contact Brendon 031 702 7291			2010	Jurgens Exclusive (Incl. ext. sides)	R219 900
2010	Jurgens Expo (Incl. modular tent & travel blanket)	R138 000	2014	Jurgens Classique (Incl. caravan mover & extras)	R269 950	2008	Jurgens Xplorer 2 (Incl. awning & wall set)	R179 900
2003	Safari Xplorer	R135 000	2015	Jurgens Classique (Incl. aircon)	R269 950	2008	Jurgens Xplorer (Incl. awning & aircon)	R175 900
2008	Jurgens Fleetline	R135 000	2009	Safari Xplorer 2	R179 950	2012	Sprite Tourer SP (Incl. wall set & National Luna fridge)	R169 900
(Incl. tent, blinds, centre island bed)			2012	Safari Oryx (Incl. rooftop tent & wall set)	R159 950	2012	Sprite Tourer SP	R169 900
2006	Sprite Splash (Incl. tent)	R129 000	2012	Gypsey Romany	R159 950	(Incl. modular tent & leisure awning)		
2009	Sprite Splash (Incl. tent)	R129 000	2011	Jurgens Fleetline Autumn Edition	R159 950	2008	Gypsey Regal	R149 900
2012	Sprite Sprint (Incl. modular tent)	R128 000	2005	Safari Xplorer	R149 950	(Incl. Powertouch, leisure awning & sides)		
2002	Jurgens Penta (Incl. tent & aircon)	R128 000	2009	Safari Oryx	R129 950	2014	Sprite Sprint (Incl. full modular tent & microwave)	R137 900
2002	Jurgens Fleetline	R128 000	2008	Sprite Swing (Incl. full tent)	R109 950	2013	Sprite Sprint (Incl. leisure awning)	R125 500
(Incl. island bed, tent, rally, sides & mover)			2005	Sprite Swing (Incl. full tent)	R99 950	2001	Jurgens Exclusive (Incl. Rally & spare wheel)	R119 900
2006	Sprite Splash (Incl. tent)	R125 000	Pretoria Caravans (Gezina) Contact Jacqui 072 478 5506 or Adri 012 329 2259			2008	Sprite Swing (Incl. multi-room & microwave)	R115 000
2002	Gypsey Sapphire (Incl. tent & Rally)	R119 000	2013	Jurgens Xplorer	R245 900	2006	Gypsey Rhapsody	R109 900
2006	Gypsey Regal (Incl. tent)	R118 000	(Incl. sidewalls, travel blanket & microwave)			2006	Gypsey Romany (manager's special)	R105 000
2006	Gypsey Romany (Incl. tent)	R115 000	1999	Sprite Splash (Incl. built-in water tank & multi-room)	R79 900	2010	Sprite Sprint	R99 900
2003	Gypsey Rapier	R109 000	1999	Gypsey Rapier (Incl. Leisure awning)	R69 000	(Incl. sidewalls, travel blanket & microwave)		
(Incl. mover, yellow blade, tent, Rally & sides)			1998	Gypsey Romany	R65 000	1999	Sprite Splash (Incl. built-in water tank & multi-room)	R79 900
2006	Gypsey Rhapsody (Incl. tent)	R109 000	(Incl. Rally, multi-room & spare wheel)			1999	Gypsey Rapier (Incl. Leisure awning)	R69 000
2006	Gypsey Romany (Incl. tent)	R106 000	2010	Jurgens Exclusive	R224 900	2001	Sprite Super Sport	R59 900
2004	Gypsey Romany (Incl. tent, Rally & multi-room)	R106 000	(Incl. blinds, aircon, Rally, multi-room & ext. sides)			2010	Jurgens XT 120 (Incl. tent, fridge slide & rear slide)	R59 900
2001	Jurgens Xplorer	R100 000	2010	Jurgens Xplorer 2 (Incl. sides, front & ext. patio)	R192 900	Sunseeker (Alberton) Lloyd, Johan or Morne 011 613 1303		
2001	B'rakhah Ingonyama	R98 000	2011	Jurgens Penta (Incl. Rally & sides)	R185 900	2015	Jurgens Exclusive	R289 900
2004	Safari Oryx	R95 000	2011	Jurgens Penta Autumn Edition	R183 900	2014	Jurgens Classique	R249 900
2008	Sprite Scout (Incl. sides, front & microwave)	R92 000	(Incl. Rally, ext. sides, blinds & aircon)			2010	Jurgens XT 120 (Incl. tent, fridge slide & rear slide)	R59 900
1997	Jurgens Penta	R89 000	2005	Safari Oryx (Incl. sidewalls)	R180 900	Sunseeker (Alberton) Lloyd, Johan or Morne 011 613 1303		
2000	Sprite Swing (Incl. tent, Rally & multi-room)	R85 000	2011	Jurgens Penta (Incl. Rally, aircon & dividing wall)	R180 900	2015	Jurgens Exclusive	R289 900

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TERMS AND CONDITIONS APPLY. The competition closes on 30 December 2015. Both new and existing subscribers are eligible for entry. Offer is limited to subscribers in South Africa only. The winner will be selected at random and notified by email. The judges' decision is final, and no correspondence will be entered into.

INDUSTRY NEWS



KALAHARI GEM

Kgalagadi Lodge, situated between the red sand dunes of the Kalahari, is the place where modern meets wilderness. 250 Kilometres away from Upington Airport, and just five kilometres from the popular Kgalagadi Transfrontier Park, this family-owned and -operated lodge is perfectly located for travellers to this region.

Recently established, Kgalagadi Lodge now occupies what was once empty, desert land. SJ and Denise Koortzen, founders of the lodge, saw the potential in the bare terrain to create a luxurious lodge which offers only the best. Whether you're looking for a pit stop en route to your destination, wanting to explore the famous national park, or

simply needing the perfect getaway, Kgalagadi Lodge meets every guest's needs.

With a 50-seater restaurant offering authentic, South African cuisine, a fully-stocked grocery shop and liquor store, and picnic packs available for guests visiting the park, the lodge offers everything you could possibly need for your holiday – all under one roof.

Boasting an array of strategically placed chalets, Kgalagadi Lodge has 4-star family chalets and 3-star luxury, standard and business chalets, as well as a 4-star campsite with a swimming pool and fire pit. The campsite offers 19 sites – each with its own private ablutions. Pricing: R250 per campsite (for 2 adults & 2 children under 12 years), and R70 per adult extra. Max. 6 people.

So, whether you're looking to see the sun rise in the early morning, or wanting to stare in wonder at the starry sky, you'll find that the accommodation available at Kgalagadi Lodge offers the best views to mesmerise you and ensure your return.

Visit www.kgalagadi-lodge.co.za for more information, or to make a booking. 



TOW TEST GUIDE



All the data recorded in this guide is taken from the actual results of towing tests we've conducted over the past nine years. So if you're looking to buy a new towcar, make sure that it's up to the job!

	CYLINDERS / CC	KW @ RPM	NM @ RPM	TARE	MANUF REC TOW WEIGHT	GVM (CARAVAN)	0 - 100 KM/H	80 - 100 KM/H	HILL CLIMB (MINUTES)	CONVENTIONAL TOW @ 100 KM/H	100 - 0 KM/H	TAIL DROP (MM)	TOP SPEED	TEST DATE	PRICE WHEN TESTED
AUDI															
Audi Q7	V6 / 2 967	171 / 4 000	500 / 1 750	2 260	N/A	1 100	13.30	5.47	1.28	13.3	3.35	5	150	May 07	R520 000
Audi Q7	V8 / 4 134	240 / 3 750	760 / 1 800	2 385	3 500	1 100	11.89	6.12	1.17	17.9	3.03	0	160	July 08	R710 000
BMW															
BMW X1 sDrive20d	4 / 1 995	130 / 4 000	350 / 1 750	1 445	1 800	1 110	15.0	4.43	1.23	9.7	2.95	15	140	Sept 2010	R376 000
BMW X1 xDrive 2.3d	4 / 1 995	150 / 4 400	400 / 2 000	1 550	2 000	1 100	13.73	1.20	11.4	3.30	15	140	-	R464 000	
BMW X3d	4 / 1 995	110 / 4 000	330 / 2 000	1 695	N/A	1300	18.65	9.43	1.34	12.61	2.56	30	130		R345 000
BMW X5	8 / 4 799	265 / 6 200	500 / 3 600	2 200	2300	1 700	13.1	3.5	N/A	18.5	3.5	45	170		R748 000
BMW 530d	6 / 2 926	135 / 4 000	410 / 1 750	1 700	N/A	1700	15.2	9.2	N/A	15.8	4.2	0	120	Dec 01	R455 000
BMW 525 i	6 / 2 492	141 / 6 000	245 / 3 500	1 700	N/A	1340	17.34	6.75	N/A	15.1	4.03	0	138	Oct 02	R375 000
BMW 325 ti	6 / 2 494	141 / 6 000	245 / 3 500	1 420	N/A	1100	12.4	6.2	N/A	14.11	3.9	27	134	June 02	R278 500
BMW 325 Touring	6 / 2 497	160 / 6 500	250 / 2 750	1 425	N/A	1380	19.38	7.37	1.41	14.8	3.7	22	141		R306 000
BMW 330d	6 / 2 979	135 / 4 000	410 / 1 800	1 480	N/A	1390	12.13	7.4	N/A	12.1	2.8	0	183	July 02	R339 500
CHEVROLET															
Lumina Ute 6.0 V8 SS Auto	V8 / 5 967	270 / 5 700	530 / 4 400	1 765	1440	1330	9.78	3.62	N/A	18.1	3.28	30	180+	Mar 2011	R413 700
Lumina S	6 / 3 565	190 / 6 600	340 / 2 800	1 580	2100	1490	15.3	5.35	1.38	17.4	3.83	50	185	July 05	R275 000
Captiva 2.4 4x4 LT AWD	4 / 2 405	100 / 5 000	220 / 2 200	1 770	2000	1100	27.61	10.88	1.48	14.5	3.53	25	125+		R332 250
Trailblazer LTZ 2.8 D Diesel	4 / 2 776	132 / 3 800	470 / 2 000	2 100	3000	1370	19.09	6.78	151	13.6	3.2	45	130	May 13	R432 000
CHRYSLER															
Grand Voyager	V6 / 3 301	128 / 510	278 / 4 000	1 862	N/A	1300	23.2	8.7	N/A	16.85	4.4	50	110	Oct 01	R319 900
Jeep Cherokee	V6 / 3 700	115 / 5 600	312 / 3 800	N/A	N/A	1650	13.7	8.6	N/A	19.5	3.9	27	142	March 02	R284 900
Jeep Cherokee 2.8 CRDi	4 / 2 768	130 / 3 800	410 / 2 000	1 980	2800	1380	18.34	8.25	1.36	14.59	3.75	29	140+	Feb 2010	R379 900
Jeep Grand Cherokee D	5 / 2 685	150 / 4 000	450 / 1 800	1 938	2948	1390	19.0	6.1	N/A	12.8	4.51	29	138	July 04	R379 900
Cherokee 3.2 AWD	V6 / 3 239	200 / 6 500	315 / 4 300	1 806	2014	1710	18.22	8.5	1.43	15	3.56			Nov 14	R563 990
Jeep Grand Cherokee Overland	V6 / 2 903	179 / 3 600	569 / 1 800	2 325	3400	1050	13.51	5.78	1.9	14.7	2.92		148	March '14	R670 990
Jeep Wrangler	6 / 3 960	130 / 4 600	290 / 3 600	1 765	N/A	1650	37.9	13.2	N/A	18.3	5.5	42	104	July 03	R199 500
PT Cruiser CRD	4 / 2 148	89 / 4 200	300 / 1 600	1 475	N/A	1390	21.0	6.5	N/A	10.91	3.1	35	132	April 04	R204 900
Voyager Diesel	4 / 2 776	110 / 3 800	360 / 2 000	N/A	N/A	N/A	25.6	9.13	N/A	13.1	2.7	40	130		R349 900
FIAT															
Skudo	4 / 1 997	88 / 3 600	300 / 3 000	1 866	N/A	1090	24.2	N/A	1.46	13.7	2.9	30	125	Nov 09	R390 000
FORD															
Mondeo 2.0	4 / 1 999	107 / 6 000	190 / 4 500	1 396	N/A	1150	14.03	9.85	N/A	14.5	3.87	34	129	March 02	R199 855
Falcon	6 / 3 984	157 / 4 900	374 / 3 500	1 485	N/A	1300	19.84	7.47	N/A	19.8	3.35	46	138	June 02	Discontinued
Ranger 2.5D	4 / 2 499	80 / 4 000	257 / 2 000	1 780	N/A	1650	31.5	14.2	N/A	14.2	4.8	34	117	Nov 02	R145 950
Ranger 2.5D D/C	4 / 2 499	80 / 4 200	257 / 2 000	1 680	N/A	1390	23.49	14.3	N/A	15.15	3.57	20	112	Dec/Jan 03	R279 496
Ranger 3.0 TDi	4 / 2 953	115 / 3 200	380 / 1 800	1 796	1800	1500	28.34	13.7	1.44	15.7	3.34	35	123	Dec 07	R315 900
Ranger 2.2 TDCi XLS 4x2 D/C	4 / 2 198	110 / 3 700	375 / 1 500	1 960	1800	1330	19.44	7.44	1.39	11.1	3.23	20	140	Feb 12	R319 200
Ranger 3.2 4x4 XLT AT D/C	5 / 3 198	147 / 3 000	470 / 1 500	2 117	3350	1650	18.03	6.56	1.32	13.2	3.82	20	140	Nov 12	R456 760
Kuga 2.0 TDCi AWD	4 / 1 997	120 / 3 750	340 / 2 000	1 707	1500	1210	16.41	7.01	1.36	10.5	3.43	55	132	April '14	R310 900
Territory TX	6 / 3 984	182 / 5 000	380 / 3 250	2 025	1600	1700	17.78	6.27	1.35	18.7	3.01	40	140	March 06	R309 500
Territory ST (AWD)	6 / 3 984	245 / 5 250	480 / 2 500	2 085	1600	1330	10.25	3.91	1.15	18.8	3.0	35	174	Nov 07	R427 890
Tourneo Custom	4 / 2 199	350 / 1 450	2 024	1600				8.23	1.55	10.6	3.19		129	July 14	R427 600
HONDA															
CR-V 2.2 i-CTDi	4 / 2 204	103 / 4 000	340 / 2 000	1 608	2000	1090	19.93	6.00	1.34	10.0	3.18	30	140	Dec 08	R352 500
CR-V 2.4 petrol Exec Auto	4 / 2 354	122 / 5 800	220 / 4 200	1 589	1500	1090	30.34	8.81	1:38	18.3	3.22	25	130+	May 11	R416 400
HUMMER															
Hummer H3	5 / 3 901	180 / 5 600	328 / 4 600	2 210	3901	1500	21.55	14.32	1.51	22.6	4.2	41	120	Nov 07	R417 000
HYUNDAI															
H-1(diesel)	2 497	126 / 3 800	392 / 2 000	2 358	1500	1090	15.5	6.4	1:41	14.3	3.8	40	130	June 2010	R359 900
Terracan	V6 / 2 685	143 / 5 000	300 / 3 300	N/A	2800	1400		10.54	N/A	N/A	2.95	N/A	140	Feb 05	R299 500
Terracan CRDi	4 / 2 902	110 / 3 800	339 / 2 000	2 155	2800	1400	20.83	8.64	1.41	12.9	2.99	40	145		R320 500
Matrix	4 / 1 795	90 / 6 000	161/4500	1 485	1300	1000	22.56	8.19	N/A	14.94	5.12	55	120	Oct 03	R169 900
Elantra 2.0	4 / 1 975	104 / 6 000	186/4500	1 199	1200	1180	14.03	9.85	N/A	10.21	4.37	38	128	Dec 01	POA
Sonata 2.4	4 / 2 359	118 / 5 800	219/4250	1 700	1700	1380	21.62	7.5	1.47	15.7	4.11	41	132		R209 900
ISUZU															
350 LE	V6 / 3 494	147 / 5 400	280/3000	1 800	950	1400	26.7	6.3	N/A	19.8	2.7	30	167	Nov 04	R249 329
240	4 / 2 405	94 / 4 800	207/3200	1 800	950	1400	27.19	10.97	N/A	N/A	3.9	30	140		R147 949
KB 250 LE 4x2	4 / 2 499	85 / 3 600	280/1800	1 830	950	1285	25.48	11.94	1.53	17.2	4.15	25	110	April 08	R286 684
KB 300LX	4 / 2 999	130 / 3 600	380/1800	1 370	3500	1 370	16.09	5.94	1.35	11.63		35	154	July '13	R483 000
KIA															
Carnival 2.5	V6 / 2 469	121 / 6 500	222/4100	1 745	N/A	1300	22.2	8.9	N/A	15.8	4.2	27	112	Nov 01	Discontinued
Schuma 11	4 / 1 793	82 / 5 750	152/4000	1 104	N/A	1100	18.02	8.06	N/A	11.34	3.69	25	108	Oct 02	Discontinued
Sedona	6 / 2 499	110 / 5 600	224/4000	1 903	2000	1300	24.71	15.63	2.17	16.7	3.64	35	125	June 05	R249 995
LAND ROVER															
Defender TD5	5 / 2 399	90 / 4 200	300/1950	1 920	N/A	1100	33.7	9.5	N/A	17.2	4.0	45	121	Sept 04	R264 500
Land Rover Defender	4 / 2 402	90 / 3 500	360/2000	2 188	3500	1995	32.12	12.18	2.18	16.9	4.0	45	120	June 08	R349 056
Discovery 3 TDV6 SE	6 / 2 720	140 / 4 000	445/1900	2 504	3500	1380	19.53	6.71	1.35	14.1	3.9	33	140	Aug 06	R500 000
Discovery 4 TDV6 HSE	V6 / 2 993	180 / 4 000	600/2000	2 700	3500	1750	14.63	5.44							

	CYLINDERS / CC	KW @ RPM	NM @ RPM	TARE	MANUF REC. TOW WEIGHT	GVM (CARAVAN)	0 - 100 KM/H	80 - 100 KM/H	HILL CLIMB (MINUTES)	CONSUMPTION/L 100 KM @ 100 KM/H	100 - 0 KM/H	TAIL DROP (MM)	TOP SPEED	TEST DATE	PRICE WHEN TESTED
MERCEDES BENZ															
Vito Crew Bus	4 / 2148	110 / 3800	330/1800	1910	N/A	1300	21.64	6.64	1.37	13.9	3.2	20	135		R307 300
Vito Crewbus 120 CDI	V6 / 2987	150 / 3800	440/1600	1990	2000	1380	18.26	6.02	1.29	14.2	3.19	20	135+	-	R505 134
ML 320 D	V6 / 2987	165 / 5000	510/1600	2185	2000	1380	12.5	4.9	1.18	15.5	3.04	10	165	April 06	R535 000
ML 320 2.5 CDi	6 / 2987	165 / 3800	510/1800	2185	N/A	1380	12.5	4.8	1.18	-	3.7	-	165	April 06	R535 000
MITSUBISHI															
Triton 3.2 Di-D 4x4	4/3200	118/3800	343/2000	1865	1500	1380	21.7	7.19	1.41	13.0	3.00	20	143	Nov 08	R319 900
Pajero Sport 3.2 Di-D GLS Auto	4/3200	120/3500	343/2000	2090	1500	1490	24.28	9.10	1.45	15.2	4.13	55	135+	-	R414 000
NISSAN															
X-Trail D	4/2184	84/4000	270/2000	1511	1500	1000	21.81	11.2	N/A	13.86	3.6	38	129	June 02	R295 900
X-Trail (petrol)	4/2488	125/6000	226/4400	1559	2000	1090	16.41	4.78	1.34	13.6	3.37	30	135	Sept 08	R356 300
Hardbody 3.0	V6/2953	105/3400	314/2000	1765	1400	1650	18.91	8.7	N/A	13.2	4.59	21	127	Aug 02	R257 900
Murano	6/3984	172/6000	318/3600	1805	1300	1300	18.1	5.1	1.24	17.1	2.84	27	150	Feb 06	R379 100
Murano 3.5 X-tronic AWD	V6/3498	191/6000	336/4400	1832	1500	1490	15.44	5.42	1.29	15.8	3.08	40	150	-	R488 000
Navara 2.5dCi 4x4 LE DC	4/2488	128/4000	403/2000	1962	3000	1400	19.41	5.74	1.32	13.35	3.67	30	140+	-	R389 000
Navara 2.5dCi 4x4 DC AT LE	4/2488	140/4000	450/2000	2000	3000	1650	18.44	6.98	1.36	12.3	4.17	40	135	July 2012	R438 000
Patrol	6/4169	85/4000	264/2000	2275	3000	1330	34.8	26.1	2.11	18.3	4.2	35	130		R285 500
Qashqai+2 2.0 Acenta	4/1997	102/5200	198/4400	1334	1400	1210	20.96	6.31	1:41.78	12.3	2.88	25	135+	July 2010	R303 500
OPEL															
Zafira	4/1796	85/5400	166/4400	N/A	N/A	1200	20.47	9.2	N/A	13.5	3.6	34	119	July 02	R199 800
Astra	4/1983	96/5600	180/4400	1183	N/A	1200	17.09	7.66	N/A	11.86	3.42	24	124	Oct 02	R193 900
Astra Exec	4/2198	108/5800	203/4000	1215	N/A	1390	21.45	5.7	N/A	16.2	3.89	38	134	Aug 03	Discontinued
Meriva Tdi	4/1699	77/4400	240/2300	1744	N/A	1400	24.05	13.6	1.45	11.8	3.47	35	125		R196 500
RENAULT															
Scenic 1.9	4/1870	88/4000	300/2000	1340	N/A	1100	18.8	5.5	N/A	9.8	2.91	45	141	June 04	R208 000
Duster 1.5 DCI															POA
Dynamique 4x4	4/1461	80/3900	240/1750	1250	1500	1210	27.72	5.5	1.53.76	9.9	3.56			Sep 14	POA
SSANGYONG															
SsangYong Stavic 270	V6/3565	121/4000	342/2400	2034	2500	1400	19.05	5.7	1.34	-	3.24	40	145	Dec 05	R299 900
SsangYong Rexton 270	5/2696	121/4000	340/2400	1950	2500	1100	23.01	7.9	N/A	15.4	3.11	55	127	Aug 04	R369 800
Korando	5/2874	120/4000	256/2100	1780	2500	1380	30.15	11	2.02	16.6	3.3	55	135	Nov 05	R199 900
Kyron M270 Xdi 4x4 Auto	5/2696	121/4000	340/1800	2030	2300	1225	22.16	7.96	1.47	14.3	3.13	55	130+	-	R369 995
Actyon	4/1998	104/4000	310/1800	1843	N/A	1100	24.91	7.78	1.51	13.7	3.44	45	115		R249 995
Actyon Sports	4/1998	104/4000	310/2400	1803	2300	1090	22.6	9.78	1.40	12.9	2.88	30	140	Nov 08	R244 995
SUBARU															
Subaru Outback	6/2999	154/6000	282/4400	1610	N/A	1300	19.94	7.7	N/A	15.2	4.09	0	120	April 01	R339 000
Subaru Outback	4/2457	121/5600	226/4400	1430	N/A	1200	19.4	4.6	N/A	11.2	2.9	18	126	March 04	R279 000
Subaru Outback	4/2457	123/5600	229/4400	1552	1500	1225	16.08	8.17	1.37	16.1	3.96	20	140+	March 2010	R358 000
Subaru Outback 2.0 Diesel	4/1998	110/3600	350/2400	1571	1700	1090	14.7	5.1	1:30	11.1	3.31	15	130+	June 11	R399 000
Tribeca Boxer	6/3000	180/6600	297/4200	1940	2000	1100	14.91	6.12	1.35	17.2	3.01	6	140	March 07	R449 000
Forester	H4/2457	121/5600	225/4400	1425	1500	-	19.13	4.87	1.38	14.4	3.43	60	129		R255 000
TOYOTA															
Rav	4/1998	93/5600	170/4400	1260	N/A	1250	18.9	12.9	N/A	11.7	3.2	26	145		R228 800
Condor 3000d	4/2986	66/4000	192/2400	1712	N/A	1190	42	9.1	N/A	13.1	5.5	33	119	May 04	Discontinued
Prado GX	4/2982	96/3600	343/2000	1940	N/A	1340	24.5	11.6	N/A	18.6	4.2	32	128	Feb 03	R419 800
Corolla 160i	4/1598	81/2000	150/4000	N/A	N/A	1000	19.8	6.76	N/A	17.9	3.9	39	131	May 03	R147 975
Corolla D-4D	4/1998	93/3600	300/2000	1380	N/A	1100	19.93	6.63	1.37	10.6	3.4	32	125	May 08	R266 600
Camry 220	4/2164	97/5600	188/4400	1765	N/A	1390	26	9.4	N/A	16.8	5.2	36	129	Sept 03	Discontinued
Camry 3.0	V6/2995	145/5200	284/4400	1485	N/A	1300	18.45	7.01	N/A	17.25	4.63	55	134	Sept 03	R269 900
Hilux Double Cab	V6/3979	175/5200	343/4400	1770	1500	1380	14.84	4.94	1.38	17.8	3.0	35	155	Dec 05	R305 000
Hilux 3.0 D-4D 4x4 Raider Double-Cab	4/2982	120/3400	343/1400-3200	1770	1840	1650	22.56	9.86	1:39	12.6	3.83	15	131	June 12	R424 000
Fortuner 4l Auto 4x4	V6/3979	175/5200	376/3800	1845	1500	1330	14.28	6.53	1.3	18.3	3.5	40	150	Feb 07	R346 575
Fortuner 3.0 D4d	4/2982	120/3400	343/1400	1895	1330	1330	19.62	6.6	1.37	14.2	3.6	50	140	July 07	R331 900
Land Cruiser 70 S/wagon	6/4390	96/3800	285/2200	2138	1500	1330	32.72	10.06	2.16	15.48	4.44	22	115	March 08	R362 000
Land Cruiser 70 S/wagon 4.5 V8 Diesel	V8/4 461	151/3400	430/1200-1300	2220	3500	1490	24.46	10.38	1.34.98	12.4	3.55			Dec 14	R626 000
Land Cruiser LX V8	V8/4461	151/3400	430/1200	2220	3500	1490	24.46	10.38	1.35		3.55	35	140	July '14	R605 800
Verso	4/1794	95/6000	170/4200	1380	1300	1100	18.5	18.2	1.57	13.7	3.1	35	120		R209 400
VOLKSWAGEN															
Amarok 2.0 BiTDI 4Motion	4/1968	120/4000	400/1500	1883	2800	1490	21.06	5.25	1:40	12.8	3.88	35	135+	Apr 11	R390 000
Amarok 2.0 BiTDI 4Motion s-cab	4/1968	120/4000	400/1500	1815	2800	1650	18.63	5.13	1:49	12.6	3.96	40	132	Apr 12	R310 175
Jetta Tdi	4/1896	81/4150	235/1900	N/A	N/A	1200	18.76	7.91	N/A	9.7	3.41	56	122	July 03	R215 170
Caddy Life	4/1968	77/4000	250/2200	1395	1350	1300	21.37	7.21	1.44	10.1	3.03	42	140		R182 500
Caddy Maxi 2.0 TDI DSG	4/1968	103/4200	320/1500	1521	1500	1500	18.4	6.8	1:38	11.1	3.2	20	120+	Aug 11	R292 080
Cross Caddy 2.0 TDI	4/1968	81/4200	250/1500-2500	1403	1500	1240	25.14	11.7	1.43	9.7	3.02			Feb 15	POA
Tiguan 2.0 TDI	4/1968	103/4200	320/1750	1555	N/A	1090	19.95	5.46	1.33	10.8	3.37	35	123	Oct 08	R312 500
Touareg 3.0 V6 Tdi	V6/2967	165/4000	500/1850	2286	N/A	1650	15.81	6.62	1.24	14.4	3.78	40	140	Oct 07	R475 000
VOLVO															
S60 2.4T	5/2435	147/6000	285/1800	1862	N/A	1300	17.3	6.6	N/A	13.58	4.3	50	138	Nov 01	R319 000
S60 D5	5/2400	136/4020	400/1980	1594	N/A	1100	12.24	4.34	1.24	10.7	3.0	60	147	Oct 06	R313 000
MODIFIED:															
STEVE'S AUTO CLINIC															
Hilux 3.0 KZTE	4/2982	105/3232	327/2613	1692	N/A	1400	13.42	7.66	1.37	14.2	3.3	20	150	Nov 05	POA
Hilux 2.7i	4/2694	140/5308	245/3950	1584	N/A	1400	14.58	7.78	1.44	16.4	3.3	20	137	Nov 05	POA
THESE MODELS REQUIRE ADDITIONAL SERVICE BRAKES: THE DATA IS TO BE USED FOR COMPARISON PURPOSES ONLY															
Renault Megane 2	4/1998	98/5500	191/3750	1275	N/A	1285	26.42	6.7	N/A	11.2	3.83	20	130	Feb 04	R196 000
Golf Estate Tdi	4/1896	81/4150	235/1900	1347	N/A	1340	N/A	N/A	N/A	11.3	3.9	38	124	Aug 02	Discontinued
Tazz	4/1587	79/6000	140/4400	1050	N/A	1100									

DATA



All prices subject to change...

CARAVANS

	Price	GVM	Licence mass	Payload	Suitable car	Berths	Fixed bed	Spare wheel	Bath-room	Head-room	Overall length	Overall width	Tent	Fridge
JURGENS														
Expo	R182 200	1210 kg	1050 kg	160 kg	2.2	3	sliding	yes	no	1965	5520	2300	Rally awn	220V/gas/210L
Fleetline	R222 700	1300 kg	1108 kg	192 kg	2.5	4	yes	yes	no	1965	5975	2300	tent	220V/210L
Penta	R244 900	1400 kg	1220 kg	180 kg	2.5	4	yes	yes	no	1965	6410	2300	tent	220V/270L
Classique	R294 700	1490 kg	1266 kg	224 kg	2.8	2	yes	yes	yes	-	6410	2300	tent	220V/gas/150L
Exclusive	R334 400	1750 kg	1504 kg	246 kg	2.8	4	yes	yes	yes	-	7330	2300	tent	220V/28 L
Elegance	R367 200	1850 kg	1634 kg	216 kg	TBA	3	yes	yes	yes	-	7460	2400	tent	220V/280L
SENSATION														
Anee	POA	1780 kg	-	-	-	4	yes	-	-	-	8310	2480	tent	220V/270L
Maia	POA	1620 kg	-	-	-	4	yes	-	-	-	7460	2480	tent	220V/270L
Vee	POA	1500 kg	-	-	-	4	yes	-	-	-	7160	2480	tent	220V/270L
SHERPA														
Tiny	R125 000	750 kg	560 kg	190 kg	850 cc	2	opt	opt	no	1850	4300	1800	awning	220V
Rough Roader	R135 000	750 kg	580 kg	170 kg	850 cc	2	opt	opt	no	1850	4300	1975	awning	opt
SPRITE														
Sprint	R185 600	1110 kg	910 kg	200 kg	1.8	3	yes	yes	no	1950	5204	2160	Rally awn	220V/210L
Swing	R177 600	1240 kg	1016 kg	224 kg	2.2	4	yes	yes	no	TBA	5785	2160	tent	220V/210L
Splash	R201 600	1330 kg	1094 kg	236 kg	2.5	4	yes	yes	no	TBA	6440	2160	tent	220V/210L
Tourer SP	R203 000	1370 kg	1081 kg	289 kg	2.2	3	yes	yes	no	TBA	4218	2185	Leisure awn	220V/12V/60L
Tourer SW	R229 400	-	-	-	-	-	-	-	-	-	-	-	-	220V/12V/60L

OFF-ROAD CARAVANS

	Price	GVM	Licence mass	Payload	Suspension	Berths	Bed combination/ Fixed bed	Bath-room	Spare wheel	Head-room	Overall length	Overall width	Tent	Kitchen	Fridge
BUSH LAPA															
Rooimier	R165 000	1400 kg	620 kg	780 kg	I/s 1600 kg	2	Dx1	opt	std	std	3360	1850	Bush-wing	std	opt
Geitjie	R165 000	1500 kg	740 kg	760 kg	I/s 1800 kg	2	Dx1	opt	std	std	3360	1950	Bush-wing	std	opt
Vloo	R185 000	1500 kg	750 kg	750 kg	I/s 1800 kg	2	Dx1	opt	std	std	4050	1850	Bush-wing	std	opt
Boskriek	R195 000	1500 kg	780 kg	720 kg	I/s 1800 kg	3	Dx1+Sx1	opt	std	std	4050	1850	Bush-wing	std	opt
Kewer	R195 000	1500 kg	780 kg	720 kg	I/s 1800 kg	3	Dx1+Sx1	opt	std	std	4050	1850	Bush-wing	std	opt
Miskruier	R205 000	1500 kg	800 kg	-	I/s 1800 kg	4	Dx2	opt	std	std	4050	1850	Bush-wing	std	opt
Ratel 3	R294 000	1600 kg	1100 kg	500 kg	I/s 1800 kg	3	Dx1+Sx1	yes	std	2000	5100	1970	Bush-wing	std	opt
Ratel 4	R294 000	1600 kg	1100 kg	500 kg	I/s 1800 kg	4	Dx2	yes	std	2000	5100	1970	Bush-wing	std	opt
Ratel 5	R294 000	1600 kg	1100 kg	500 kg	I/s 1800 kg	5	Dx2+Sx1	yes	std	2000	5100	1970	Bush-wing	std	opt
Ratel 6	R294 000	1600 kg	1100 kg	500 kg	I/s 1800 kg	6	Dx3	yes	std	2000	5100	1970	Bush-wing	std	opt
CONQUEROR															
Commander	R220 821	1525 kg	1190 kg	335 kg	Coil spring	4	Dx2/D+S	opt	opt	2280	4588	2045	opt	std	opt 80L
Companion	R186 578	1525 kg	990 kg	535 kg	Coil spring	4	Dx2	opt	opt	2460	4451	1892	opt	-	opt 80L
ECHO															
Kavango	R273 725	1500 kg	1050 kg	450 kg	I/s 2000 kg	2-4	Dx2	std	std	-	5150	1950	std	std	opt
Namib	R235 775	1500 kg	880 kg	620 kg	I/s 2500 kg	2	Dx1	std	std	1970	4600	1960	std	std	opt
GECKO															
Gecko	POA	1650 kg	1320 kg	330 kg	2500 kg	2	Kx1	std	std	1910	4950	1940	std	std	opt
JURGENS SAFARI															
Xcape	R210 600	1400 kg	1050 kg	350 kg	Rubber torsion	2	D x1	tent	std	Angle roof	4636	1850	Side awning	std	220V/60L
Xplorer	R297 100	1650 kg	1296 kg	354 kg	Rubber torsion	4	Dx1+Sx2	tent	std	1955	5300	1821	Side awning	std	220V/80L
MULTI PURPOSE															
Scotty Leisure	R82 500	800 kg	420 kg	380 kg	Leaf spring	2	no	no	std	1900	4100	1700	opt	no	220V/130L
IMAGINE TRAILVANS															
Comfortvan 3	POA	1500 kg	860 kg	640 kg	Leaf spring	3	Dx1+Sx1	opt	std	2570	-	1850	std	std	opt
Comfortvan 4	POA	1500 kg	860 kg	640 kg	Leaf spring	4	Dx2	opt	std	2570	-	1850	std	std	opt
Trailvan 3	POA	1500 kg	720 kg	780 kg	Leaf spring	3	Dx1+Sx2	opt	std	2570	-	1850	std	std	opt
Trailvan 4	POA	1500 kg	720 kg	780 kg	Leaf spring	3	Dx2	opt	std	2570	-	1850	std	std	opt



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TRAILERS/CAMPERS

	Price	GVM	Licence Mass	Payload	Suspension	Berths	Bed	Shower	Spare Wheel	Battery	Length	Width	Tent	Kitchen	Fridge
AFRISPOOR															
Mongoose	R29 000	1500 kg	385 kg	1115 kg	l/s 2500 kg	2	tent	opt	opt	opt	3000	1800	opt	opt	opt
BUSH LAPA															
Shongololo	R50 000	450 kg	750 kg	300 kg	900 kg	2-4	-	opt	opt	opt	2590	1800	opt	std	opt
BUSHWAKKA															
Bhoma	R280 000	1500 kg	900 kg	600 kg	Heavy-duty l/s	4	Dx2	std	std	std	4300	1850	std	std	std
Sundowner	R240 000	1500 kg	800 kg	700 kg	l/s	2	Dx1	std	std	std	4400	1850	std	std	std
BUZZARD INDUSTRIES															
Raised Bushpig	R26 790	750 kg	340 kg	410 kg	l/s 2 500 kg	2	tent	opt	std	opt	2600	1600	opt	opt	opt
Overlander	R27 930	750 kg	410 kg	340 kg	-	-	-	-	-	-	1720	2500	opt	-	-
CAMPTECH															
Camper	R69 325	750 kg	320 kg	430 kg	l/s 1250 kg	4	tent	opt	std	opt	3340	1650	std	opt	opt
Weekender	R45 465	750 kg	320 kg	430 kg	l/s 1250 kg	3	tent	opt	std	opt	3340	1650	std	opt	opt
Bosvelder	R66 105	750 kg	340 kg	410 kg	l/s 1250 kg	-	tent	opt	std	opt	3450	1700	std	opt	opt
CONQUEROR															
Courage	R62 193	1550 kg	490 kg	1060 kg	swing arm	2-3	tent	opt	opt	opt	3350	1830	opt	opt	opt
Conquest	R97 815	1525 kg	490 kg	1035 kg	l/s 2500 kg	2-4	tent	opt	opt	opt	3445	1720	opt	opt	opt
Compact 2	R104 558	1525 kg	450 kg	1075 kg	l/s 2500 kg	2-4	tent	opt	opt	opt	3328	1784	opt	opt	opt
Supra 2	R120 703	1525 kg	540 kg	985 kg	l/s 2500 kg	2-4	tent	opt	opt	opt	3681	1818	opt	std	opt
Comfort	R130 578	1525 kg	590 kg	935 kg	l/s 2500 kg	2-4	tent	opt	opt	opt	3910	1784	opt	std	opt
ECHO 4X4 (prices from)															
Echo 1	R45 275	750 kg	290 kg	460 kg	l/s 1800 kg	2-5	Dx1	opt	std	opt	2600	1420	opt	opt	opt
Echo 3	R57 025	750 kg	290 kg	460 kg	l/s 1800 kg	2-5	Dx1	opt	std	opt	2900	1760	opt	opt	opt
Echo 4	R72 725	1500 kg	390 kg	1110 kg	l/s 1800 kg	2-5	Dx1	opt	std	opt	3500	1760	opt	opt	opt
Echo 5	R87 275	1500 kg	590 kg	910 kg	l/s 1800 kg	2-4	Dx1	opt	std	opt	3750	1500	opt	opt	opt
Echo 6	R95 545	1800 kg	545 kg	1255 kg	l/s 1800 kg	2-6	Dx1	opt	std	opt	3900	1800	opt	opt	opt
Echo Roadster A/T	R28 005	750 kg	290 kg	460 kg	l/s 1800 kg	tent	tent	opt	std	opt	2900	1850	opt	opt	opt
JURGENS															
XT120	R41 250	1200 kg	500 kg	700 kg	rubber torsion	0	tent	no	yes	no	3455	1878	no	no	no
XT140	R54 950	1400 kg	620 kg	780 kg	rubber torsion	2	Dx1	no	yes	no	3750	1870	no	no	no
XT140 EXT	R59 850	1400 kg	672 kg	728 kg	rubber torsion	2	Dx1	no	yes	no	3750	1870	no	no	no
XT75	R34 250	750 kg	420 kg	330 kg	rubber torsion	0	tent	no	yes	no	3071	1835	no	no	no
XT160	R165 600	1600 kg	1020 kg	580 kg	rubber torsion	4	Dx2	yes	yes	std	3975	1896	yes	yes	yes
UT125	R33 950	1250 kg	488 kg	762 kg	rubber torsion	0	tent	no	yes	no	4002	1726	no	no	no
BT547	R10 450	470 kg	160 kg	310 kg	rubber torsion	0	tent	no	yes	no	2567	1458	no	no	no
BT670	R11 999	700 kg	218 kg	482 kg	rubber torsion	0	tent	no	yes	no	2850	1558	no	no	no
LT655/70	R13 999	700 kg	205 kg	495 kg	rubber torsion	0	tent	no	yes	no	2967	1472	no	no	no
LT675 BRAKE	R19 450	750 kg	232 kg	518 kg	rubber torsion	0	tent	no	yes	no	3175	1472	no	no	no
Camplite	R36 500	750 kg	335 kg	415 kg	rubber torsion	2	Dx1	no	yes	no	3375	1472	no	no	no
SKIPPER *All pricing and specifications subject to change without prior notice															
Model T	R59 900	500 kg	320 kg	180 kg	l/s 750 kg	2	Dx1	no	opt	no	3180	1800	std	opt	std
Model T LT	R62 200	600 kg	360 kg	240 kg	l/s 750 kg	2	Dx1	no	opt	no	3180	1800	std	opt	std
Oyster	R70 800	590 kg	420 kg	170 kg	leaf spring	2	Dx1/Sx2	no	opt	no	3200	1800	std	opt	std
Oyster LT	R73 800	650 kg	436 kg	215 kg	leaf spring	2	Dx1/Sx2	no	opt	no	3200	1800	std	opt	std
Oyster X	R82 400	650 kg	450 kg	200 kg	leaf spring	2	Dx1/Sx2	no	opt	no	3200	1800	std	opt	std
Oyster LT X	R85 400	650 kg	450 kg	200 kg	leaf spring	2	Dx1/Sx2	no	opt	no	3200	1800	std	opt	std



MOTORHOMES

	Chassis	Engine	Length	Width	Berths	Cabin a/c	Rear a/c	Mass	Price
ABBA SAFARI CAMPERS									
Cruiser Safari	Land Cruiser	Your choice of vehicle	3950	2200	2	-	-	690	R124 000
Cruiser Short	Cruiser & Patrol	Your choice of vehicle	3420	2200	2	-	-	640	R124 000
Double & Clubcab	4x2 or 4x4	Your choice of vehicle	3420	2000	2+2	-	-	400	R119 000
One Ton Safari	Single cabs	Your choice of vehicle	3950	2000	2	-	-	590	R124 000
Land Rover Safari	Defender Pick up	Your choice of vehicle	3420	2000	2+2	-	-	650	POA
Ford F250 + others	Larger Trucks	Your choice of vehicle	3950	2200	2+2	-	-	-	POA
AC MOTORHOMES									
Tuscany	VW T5	4-cyl 2.0TDi 103kW	5980	2000	3+1	opt	opt	2760	Custom-built, POA
Capri	MB Sprinter 315 CDi	4-cyl 2.2CDi 110kW	7000	2210	4	opt	opt	3000	Custom-built, POA
Capri Elegance	MB Sprinter 518 CDi	6-cyl 3.0CDi 135kW	7000	2210	4	opt	opt	4050	Custom-built, POA
Addax	Isuzu NPS 300 (double-cab)	4-cyl 5.2TDi 110kW	6300	2130	3+1	opt	opt	4720	Custom-built, POA
Addax	Isuzu NPS 300 (single-cab)	4-cyl 5.2TDi 110kW	6300	2130	3+1	opt	opt	4670	Custom-built, POA
Land Cruiser	Toyota Land Cruiser 79	6-cyl 4.2 D 96kW	5990	2100	2+1	opt	opt	2720	Custom-built, POA
Land Rover	Land Rover Defender 130	4-cyl 2.2TDi 90kW	5130	2030	2	opt	opt	2600	Custom-built, POA
Panel vans	VW Crafter (High Roof)	4-cyl 2.0TDi 120kW	6940	1990	2+1	opt	opt	3990	Custom-built, POA
	Fiat Ducato Maxi (High Roof)	4-cyl 2.3TDi 88kW	5998	2050	2	opt	opt	2620	Custom-built, POA
	MB Panel van (High Roof)	6-cyl 3.0CDi 135kW	5990	1700	2	opt	opt	2700	Custom-built, POA
AHA OUTDOOR SYSTEMS									
AHA Camper	2x4 or 4x4	Your choice of vehicle	-	-	-	-	-	-	R40 000-R60 000+bakkie
MOTORHOME-WORLD SEMI-INTEGRAL *All pricing includes the chassis and 14% VAT. Pricing can change without prior notice.									
Discoverer 4 V3	Iveco 35S15 ladder frame	4-cyl 2.3TDi 100kW	6750	2170	4	yes	yes	2910	R826 956
Discoverer 4 V3	Sprinter 315 ladder frame	4-cyl 2.2TDi 110kW	6700	2170	4	yes	yes	2950	R849 756
Discoverer 4 V3 (Auto)	Iveco 35S15 ladder frame	4-cyl 2.2TDi 100kW	6700	2170	4	yes	yes	2950	R855 684
Discoverer DeLuxe	Sprinter 319 ladder frame	V6-cyl 3.0TDi	-	2170	2	yes	yes	3600	R1 011 180
Discoverer DeLuxe (Auto)	Sprinter 319 ladder frame	V6-cyl 3.0TDi	-	2170	2	yes	yes	3600	R1 039 680
Discoverer FUN	Nissan NP300 ladder frame	4-cyl 2.0i P 88kW	5470	1950	2	yes	no	2100	R598 008
Discoverer XFUN 4x4	Nissan NP300 4x4 ladder frame	4-cyl 2.5 TDi 98kW	5470	1950	2	yes	no	2160	R680 319
Discoverer 4 Xtreme	Iveco 55S15H 4x4 ladder frame	4-cyl 3.0 TDi (Euro3)	6350	2170	2	yes	opt	3780	R1 448 792
MOTORHOME WORLD OVERCAB									
Discoverer 6 V3	Iveco 35S15 ladder frame	4-cyl 2.3TDi 100kW	6750	2170	6	yes	yes	2980	R852 264
Discoverer 6 V3 (Auto)	Iveco 35S15 ladder frame	4-cyl 2.3TDi 100kW	6750	2170	6	yes	yes	2980	R880 992
SCHROEDER MOTORHOMES									
Ultra Track	Toyota Land Cruiser	6-cyl 4.5 P/4.2 D	5650	2000	2/4	opt	opt	3500	Custom built, POA
	MB Sprinter 519 CDI	6-cyl 3.0 CDi	7000	2200	2/4	opt	opt	5000	Custom built, POA
	Iveco	4-cyl 3.0	7000	2200	2/4	opt	opt	4200	Custom built, POA
	Man 10 Ton 4x4	220 HP	6500	2400	2	opt	opt	8200	Custom built, POA
	Man 18 Ton 4x4	6-cyl 240 HP	9060	2500	2/4	opt	opt	10 800	Custom built, POA
	Man 33 Ton 4x4	480 HP	10 040	2500	2/4	opt	opt	16 000	Custom built, POA
	Land Cruiser pop-up roof	6-cyl 4.5	5700	1800	2/4	opt	opt	3500	Custom built, POA
	Land Rover pop-up roof	-	5400	1800	2/4	opt	opt	2800	Custom built, POA
	Fiat Ducato	4-cyl 2.3 TDi multijet	6800	1800	2/4	opt	opt	3480	Custom built, POA
TRAVELSTAR 4X4 MOTORHOME									
Vega	Iveco 4x4	4-cyl, 3.0 107kW	6570	2230	2	yes	opt	4180	R1 200 000
Capella	Iveco 4x4	4-cyl, 3.0 107kW	7660	2230	2	yes	opt	4490	R1 300 000
Electra	Iveco 4x4	4-cyl, 3.0 107kW	7458	2230	4	yes	opt	4820	R1 350 000
TRAVELSTAR 4X2 KEA MOTORHOME									
Retreat	Iveco 4x2	4-cyl, 2.2 CDi 100kW	7070	2240	4	yes	opt	3140	R799 000
Odyssey	Iveco 4x2	4-cyl, 2.2 CDi 100kW	7070	2240	6	yes	opt	2990	R852 000
VISTA MOTORHOMES									
Vista 2	Fiat Ducato MH2 P/van	2.3 Multijet Turbo-diesel	5535	2050	2	yes	opt	3550	R692 842
Vista 3	Fiat Ducato LH2 P/van	2.3 Multijet Turbo-diesel	5998	2050	2/3	yes	opt	4005	R741 545
Vista 3	Mercedes -Benz 519 CDi Van	3.0 V6	6945	1993	2	yes	opt	5000	R982 874
Vista 4	Fiat Ducato MH Chassis	2.3 Multi-jet Turbo-diesel	7400	2250	2-4	yes	opt	4005	R975 334
Vista 4	Mercedes -Benz 315 CDi MH	2.2 4-cyl	7200	2150	2-4	yes	opt	3550	R1 120 219
Vista 4	Mercedes -Benz 519 CDi MH	3.0 V6	7700	2150	2-4	yes	opt	5000	R1 163 083
Vista 6	Fiat Ducato MH Chassis	2.3 Multi-jet Turbo-diesel	7400	2250	2-6	yes	opt	4005	R1 060 778
Vista 6	Mercedes-Benz 315 CDi FC MH	2.2 4-cyl	7200	2150	2-4	yes	opt	3550	R1 185 372
Vista 6	Mercedes-Benz 315 CDi FC MH	3.0 V6	7700	2150	2-4	yes	opt	5000	R1 228 236
Vista 2 4x4	Toyota Hilux 3.0 D-4D	2.5 Turbo-diesel	6030	2160	2	opt	opt	2670	R859 000
WJ MOTORHOMES *Price excludes chassis cab									
Avalon	MB Sprinter 315 CDi	4-cyl 2.2 TDi	6995	2320	4	opt	yes	3550	R320 400+chassis cab
Pacer	Fiat Ducato	2.2 TDi	7425	2325	2	no	yes	4000	R440 900+chassis cab
Trax		-	-	-	-	-	-	-	R149 800

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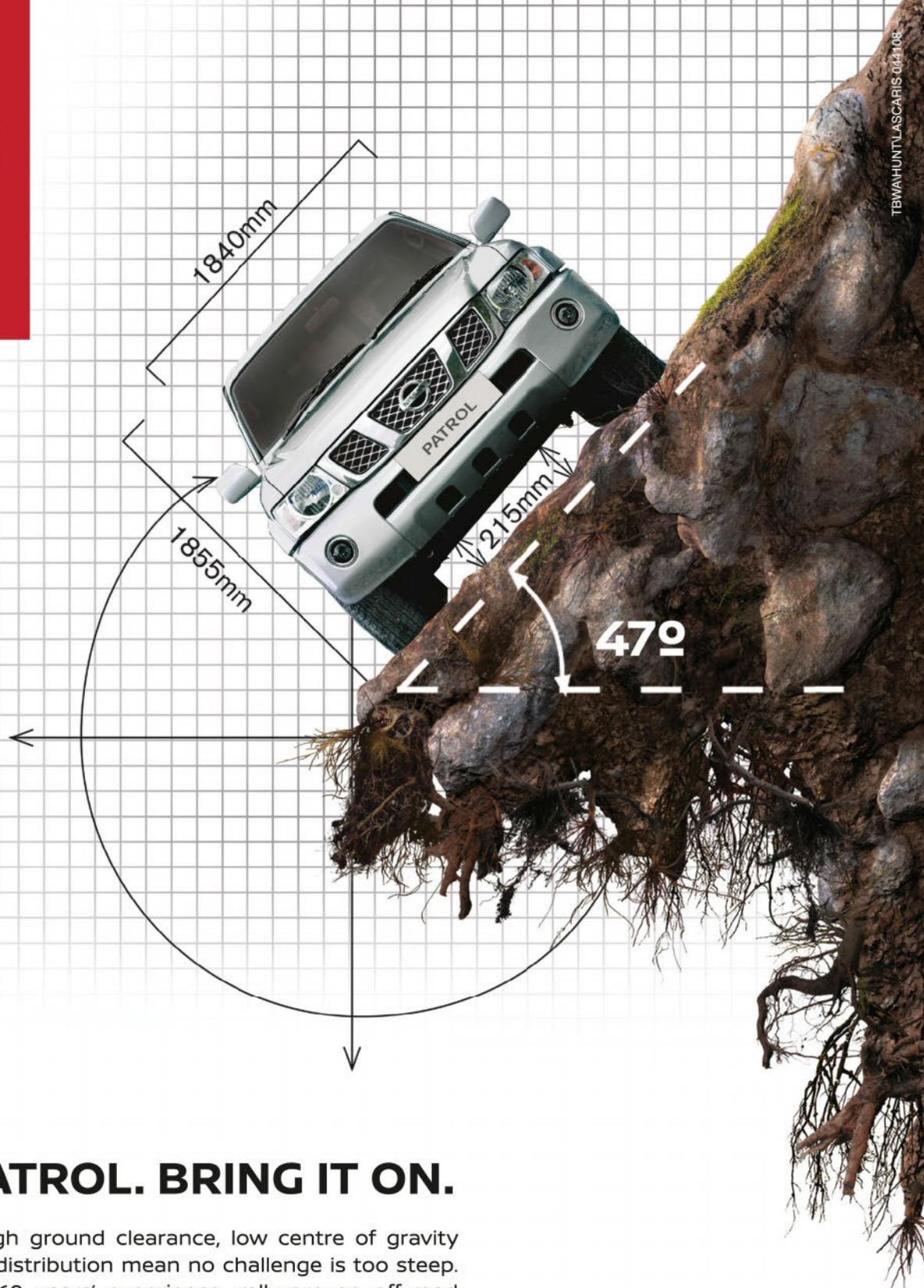
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